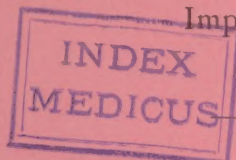


WATERWAY IMPROVEMENT ++

Waterway Improvement—A Matter of Great National Importance.



PROCEEDINGS OF THE ILLINOIS RIVER IMPROVEMENT CONVENTION.

HELD AT
PEORIA, ILLINOIS,

October 11 and 12, 1887.

Published by Order of Convention in care of
Committee of Arrangements.

PEORIA, ILL.:
NATIONAL DEMOCRAT PRINT.
1887.



INDEX
MEDICAL

PROCEEDINGS

ILLINOIS

AT THE ANNUAL MEETING

1908

SPRINGFIELD

Published by the

Association of Medical Journalists and Writers

308

Published by the

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THE ORIGIN OF THE CALL.

On the 19th day of August, 1887, citizens of Peoria and Pekin held a mass meeting with a view of taking some action towards holding a conference of representative men from all portions of the United States who could be induced to become interested, in regard to the connection of the waters of the great lakes upon a large scale with the Mississippi River.

It was decided that a delegate convention should be called during the month of October, 1887, to be held at Peoria, and the following committee of arrangements were selected to formulate a call, to fix the exact date, and to take entire charge of advertising the project and to do all things necessary to get the country advised of the purpose, and make all necessary arrangements for the convening of the delegates, and the holding of the convention.

The committee appointed were as follows: Isaac Taylor, John Comstock, B. L. T. Bourland, S. A. Kinsey, John L. Hinners, Will O. Clark, B. Cremer, A. J. Bell, and W. T. Dowdall.

The committee met August 23d, 1887, and organized by electing, Isaac Taylor, Chairman; A. J. Bell, Secretary, and B. L. T. Bourland, Treasurer. At this meeting the following call was issued:

—o—

ILLINOIS RIVER IMPROVEMENT CONVENTION AT PEORIA, ILLINOIS, OCTOBER 11, 1887.

A Convention will be held at Peoria, on Tuesday, the 11th day of October, 1887, at 11 o'clock, A. M., for the purpose of giving expression to the sentiment of the people on the proposed improvement connecting the waters of Lake Michigan with the Mississippi River, via the Illinois and Desplaines Rivers to Joliet, and a wide and deep Canal from Joliet to Lake Michigan. Citizens of Illinois and adjoining States who favor the improvement are cordially invited to be present and take part in the deliberations of the Convention. The basis of representation will be fixed at one representative from each county for every 500 votes cast for President in 1884. If no meeting is called to appoint delegates in any County, the Mayors of Cities or County Judge in such County, and those whom they may send, will be accredited as delegates. We earnestly request a liberal attendance of delegates and people to this Convention. The questions pending are of national importance and especially of great moment to the people of the West. The perfection of a great water-way, capable of steam navigation from the Atlantic Ocean to the Gulf of Mexico and through the very heart of the best portion of the American Republic, is of vast importance to the industrial and commercial interests of the whole country and especially the West. Then let us make this a large representative Convention

and endeavor to organize an efficient and harmonious plan by which we may place the great merit and urgent necessity of the improvement sought, advantageously before the coming session of Congress.

JOHN COMSTOCK,	} Committee.
B. L. T. BOURLAND,	
S. A. KINSEY.	
JOHN L. HINNERS,	
WILL O. CLARK,	
B. CREMER,	
W. T. DOWDALL,	
ISAAC TAYLOR,	
Chairman.	
A. J. BELL,	Secretary.

PEORIA, ILL., August 23, 1887.

At a subsequent meeting, the call was amended so as to authorize the Governor of each state to appoint seven delegates from his state at large, and making each Governor an ex-officio delegate; also authorize each Board of Trade of any city to appoint three delegates, and making the Chairman of each Board of Trade an ex-officio member.

As a result of this call, and the careful and effective manner in which it was advertised, there was brought forth one of the largest water-way conventions ever held in the west; and in its personnel, ability, zeal and skillfulness in handling the questions at interest, has not been excelled in any like assemblage of men.

CONVENTION PROCEEDINGS.

The Illinois River Improvement Convention met pursuant to the Call at Rouse's Hall, in the City of Peoria; Illinois, on Tuesday, October 11th, 1887, at 11 o'clock A. M.

The Convention was called to order by Col. Taylor of Peoria, who then called upon Bishop Spalding to invoke the Divine blessing on the labors of the Convention. The Bishop's prayer was as follows:

Oh, God: Who holdest obedient to Thy will the innumerable orbs scattered in boundless space. Who lookest even to us; and from age to age leadeest the minds of men to truest thoughts and larger life. Whom we must always thank not only for what we have, but whatever makes possible the hope of better things. Behold we are gathered here to deliberate and to take action in a matter which is of importance to millions; which, in some sense, is of concern to the whole people of this great country. Do Thou, Who are the source of right council illuminate and strengthen us that we may see what is desirable and bend our energies to its accomplishment. Make us understand that the general good is more than private gain, and that no man can worthily exercise a delegated power who thinks of himself rather than of the common welfare. Let the Spirit of wisdom and moderation prevail over the minds and hearts of all who are gathered here, and do Thou so guide their thoughts that what is best to be done may commend itself to their good sense. And here and every where may Thy name be hallowed and Thy will be done. Amen.

Mayor Kinsey, being introduced by Col. Taylor, made the following address of welcome to the Convention:

GENTLEMEN OF THE CONVENTION: As the Chief Magistrate of this city, I

have the honor to extend to you, each and all, our most hearty and cordial welcome.

Our city, situated as it is upon the banks of Lake Peoria, about midway between the waters of the Mississippi and the broad waters of Lake Michigan, has pre eminent claims as a suitable and proper place for a Convention of this character.

You have assembled here to-day for the purpose, I understand, of exchanging views, and maturing plans looking to the improvement of the Illinois River, and the construction of a Ship Canal from its head-waters to Lake Michigan, thus uniting the two vast water routes, that almost span this continent. The commercial benefits that would accrue to the nation by the successful completion of this great enterprise are beyond computation. Its advantages from a military standpoint are recognized and accepted by all who have given the question a thought.

You have, then, gentlemen, a work to perform, if completed, that is broad and national, and it rests with you to formulate a memorial to Congress that will so present this subject, and be so strong, full and convincing that its merits will be recognized by that body, and demand such legislation by it as will insure the speedy construction of this great national improvement.

I now have the pleasure, in behalf of our citizens, of inviting you, as our guests, to participate in an excursion on Lake Peoria, and also a public reception this evening, when we hope for a better personal acquaintance.

Your presence here, gentlemen, is an honor to our city. We shall strive to make your stay with us pleasant, so that you may say (as did one who was honored by the most exalted position in the gift of a people) "Look at Peoria."

Now, gentlemen, hoping your deliberations may be harmonious and successful, I again, for all of our people, bid you a hearty welcome.

By COL. TAYLOR: Our Committee on Arrangements have unanimously instructed me to present the name of Gov. Richard J. Oglesby for temporary Chairman of this Convention. (Applause.) Those in favor of the Nomination of the Governor as temporary Chairman of this Convention will manifest the same by saying "aye," contrary minded "no." (Carried unanimously.)

Col. Taylor then introduced Gov. Oglesby, who addressed the convention as follows:

GOVERNOR OGLESBY:

GENTLEMEN OF THE CONVENTION—You are summoned here and commissioned to deliberate upon and to discuss what we hold in this State to be a question of considerable gravity. As you have been kind enough to entrust to my care the temporary jurisdiction over your deliberations, I will be just as brief as possible in returning you a few words of thanks for the unexpected honor—it was unexpected until last night. (Laughter and Applause.)

I know before whom I stand, and I trust you will not receive it as fulsome, unnecessary and silly flattery when I state to you—and I am perfectly willing that it shall be repeated in the press of your city—that I feel that I am addressing a body of men far better equipped than I feel that I am to fill even this place, but certainly, to discuss this great question.

I am not going to detain you this morning with a history of the Illinois and Michigan Canal. I am not going to detain you with a history of the various steps taken by the State of Illinois and the National Government, in co-operation at times, for the improvement of this interior water-way. Most of you are familiar—I can name twenty-five gentlemen now before me without hesitation, perhaps more familiar with all the data connected with it, and with every step taken, than I or any person can be who will not sit down and carefully study the subject. It is pleasant to be able to address a body of gentlemen who are well informed about the subject matter they have come to discuss and delib-

erate upon. This I will say: That I do hope that the people of the State of Illinois will unite themselves together once more and become firm and strong and earnest in support of this great improvement as they used to be in the early days of the State when there was an almost unanimous sentiment upon the connecting of the waters of the Lake with the River. (Applause.) I wish our honorable Senators, both of them,—fit representatives of the State on this question and all others, too,—I wish our Senators to feel, and the members of Congress to feel, that when they come next winter, or in the succeeding Session thereafter, to deliberate upon this, that their efforts will be supported by the cordial good will and public sentiment of the people of this State. (Applause.) I say to Senator Cullom, who is present on the platform, and to Senator Farwell, and I say to all the delegates of Congress, that, as a private citizen, as I soon shall be, I give them my pledge of an earnest and undivided support until the National Government shall take hold of this great question.

This vast Mississippi Valley that we have been talking about for nearly a hundred years, that we have been partially occupying since the final treaty of peace between King George III. and Adams and Jay and Franklin, this great Mississippi Valley, that carries the waters of the West, of this great interior, to the Gulf, is wholly cut off from the waters of the Atlantic, at the head, almost, of the waters of the Illinois River, at the city of Chicago, by an elevation of only ten feet of prairie soil. [Laughter and applause.] Will the National Government never be able to cut through that ten feet? Shall we never be able, without pumping engines and pumping works at Bridgeport, or any other seaport, to coax the waters of Lake Michigan over here into the fresh-water rivers of the Mississippi Valley? Think of a great nation like ours; strong in all the resources of wealth, intelligence and morality, hesitating in the face of the gigantic efforts of the other civilized nations of the world to equip themselves with all the resources of national strength—think of our own glorious Republic, with its uncountable wealth, with its exhaustless resources, hesitating year after year and quarter of a century after quarter of a century to let the waters of the great lakes of the Northwest flow peacefully and peaceably into the Mississippi River and the Gulf of Mexico. As a water question, as a question of fluid, leaving aside commerce, war and transportation—as a thing of beauty, as a sanitary measure, it would be altogether wise for this Government to let the begging waters of Lake Michigan escape to its bride of the Mississippi and the Gulf.

The National Government has legislated upon this subject; it began away back in 1822, and again in '27, and so on up. It finally began to appropriate small sums for this great interior water-course here—it sometimes is called a sleepy, slow going slough, while it is, in fact, a beautiful river. It is sometimes said that it has not water strength and capacity enough for the purposes of commerce—that it is not able to supply itself, and that it ought not to be fed by the waters of the lake. Why, it is as big and as good, and when we have a flood, as deep, as anybody else's river, in the West or anywhere else.

This Convention is the result of a movement suggested by thoughtful and earnest men, who are not only locally but nationally interested in this subject; the importance of which spurred them on to take the responsibility to invite representative men here from the various States of the Mississippi Valley, and from the Pacific Coast, and from every other corner of the Republic, to come once more to the City of Peoria, to come once more to the State of Illinois, and at a convenient season of the year to take this subject up again and bring it to the notice and recognition of the National Congress. [Applause.] See this great territory on our northwest—these States begging for new arteries of commerce—the entire Mississippi Valley to the Gulf in perfect sympathy with us, united necessarily for purpose of national defense as for trade and commerce alike, all of one voice, all of one feeling, anxious to unite the Gulf with

the Lakes. It is just as important to Illinois that the Mississippi River and the Missouri River be improved as it is that the Illinois River be improved. [Applause.] We wish our waters here to go to bear all we have for shipment to foreign nations and for internal exchange; we wish to utilize these great rivers for that purpose. It will not do, gentlemen, in my humble opinion, to run wild on this racket that railroads have eclipsed water-courses for trade; that the genius of man is so great that by his skill and inventive energy he is going to supplant the arteries of the earth bestowed upon it by the Almighty in His mercy; that the work of man can be substituted for all that God gives to replenish the earth and bestow health upon the world. [Applause.]

The United States cannot afford to disregard this work in question. It is immaterial to you and me—and I would feel better if I could feel that it would be immaterial to the citizens of the other States of this country—whether it cost \$10,000,000, \$15,000,000 or \$20,000,000. We infinitely prefer that the River shall be improved and the water-way from the head of the River, or the River system—we infinitely prefer that it be constructed upon the most economical basis, and it would inevitably be so done. [Applause.] But we want the National Congress to feel that the people of the Mississippi Valley, of Illinois, Missouri, Kansas, Nebraska, Iowa, Minnesota and even Oregon and the Pacific States and all the others about us—we want the National Government to feel that it can never get our consent to pass this work by. In the infancy of Illinois, when she was poor, so poor that she was unable to find money enough at times in the Treasury to pay the postage on a letter addressed to the Government, [Laughter.] Illinois went into this enterprise and constructed our present Canal and completed it; afterwards the City of Chicago advanced the money for the Deep Cut; afterwards a great calamity befell the City of Chicago, and the State of Illinois redeemed from the City of Chicago the Deep Cut, or paid back the \$3,000,000 she had expended upon it, and returned it to the City of Chicago and now owns the Canal, as the Government owns the River; and now Illinois says to the National Government: "Take back all you gave us. Receive back every dollar of the \$600,000 or \$700,000 that you have expended on the River. Take back with it the Canal. Take back with it the dams and locks which the State has constructed. Take back all the State has at any time expended on it; and, if the public land had not already been sold to the occupier, we would give that back to you." And we ask the National Government to take charge of this great work, and, by decent appropriations, open this great water-way here, so that steamboats that are able to travel the Mississippi River drawing seven, eight or nine feet of water, shall be able to go without obstruction up to the head waters of the Illinois River. Or, if the National Government will not, perhaps some other government will have the courage and spunk and money to open the way up to the Lake so that vessels can float. We cannot in my honest opinion disregard these natural agencies provided by God for the good and comfort of mankind. It will not be morally right or commercially right to do it, and it will not be right in the sense of National defence and self protection to neglect the agencies for the defense of liberty that God has planted right in the heart of the Republic. [Applause.]

Some day, for aught we know, in the wild, mad career of mankind in its march of civilization, in its march of humanity; some day, gentlemen, for all you and I know, and all that the wise philosophers and theorists of this Republic may know, who speak lightly and sneeringly of this project, the ill-will and spite of nations may be suddenly aroused against our Republic and our State, and then we will find, too late, that we have not made preparations for self-defense and that we must go upon the field of battle unweaponed and unarmed. A wise Government will always take time by the forelock. As for our national navy, we tell our people in the Eastern States that we people in the Mississippi Valley understand intelligently the necessity of coast defenses

and an ample navy. And are the people of the Atlantic coast going to drift away to the selfish, narrow opinion that all that is needed to protect the internal trade and commerce and transportation is sea-coast defenses? Those outside barriers are all necessary for the preservation of the nation, and the people of the great Mississippi Valley are wise enough to see the necessity for that. Then cannot the people of New England and the East, as well as the people of the South and West, feel the importance of spending a few millions of dollars to open this water-way so that commerce can go by its own easy steps, and, when necessary, war vessels can go? [Applause.] Why not have a navy yard at St. Louis? Why not have there the equipment necessary for the construction of gunboats fit for river and lake warfare—or at Cairo, or Mound City, or Memphis, or Peoria, and build up on the waters of the interior cities the necessary armed vessels that can be thrown upon our lakes? Major Handbury informed me this morning that the British Government has now 111 vessels that it can throw into the great Northern lakes in a few hours, armed with artillery of sufficient capacity to throw projectiles capable of penetrating four and three quarters inches of iron at a distance of two miles. We have not got a vessel on Lake Michigan that could successfully bombard a bull frog. [Laughter and applause.]

We have our great City of the Northwest. I ask you, gentlemen, delegates from other States, to excuse the state-pride of Illinois in her great commercial city. We are necessarily proud of Chicago. We know what the trade and manufactures and commerce in that great city is doing for cheapening all articles of consumption in this great Mississippi Valley. It is not by an accident that it is there. It is built on the divide between the waters of the St. Lawrence and the Atlantic Ocean and the waters of the Gulf, and it was but a narrow divide, and, necessarily, it was intended for a great city to be there—and we have it. Why cannot the National Government see, as to this river and lake, what the people of Illinois saw as to Chicago? Why does not the National Government take hold here and let this water flow through? What we want is a little bit of energy here in Illinois. Does not the National Government know that it ought to own at least one line of transportation? Will not the National Government ever come to feel that it would be a most expedient and judicious thing for it to have unobstructed control of one water-way for commerce in this country that might become the criterion for charges for other of the modes of transportation? (Applause.) I would like to know if the United States is not able to have one line of inter-communication. I would like to know if the United States might not have at least one water-way. As to whether the United States shall ultimately become the owner of our railroad system is another question. But here is a line of transportation not built by men, but made by God in heaven. Here is a line of transportation that the United States can take control of and regulate the rates to be charged on freight. (Applause.) I tell you it won't do to have the Government put this question off, as it has been doing for the last quarter of a century. The civil engineers of the Government, gentlemen detailed to take these matters in hand, have always intelligently and earnestly taken hold of this work. It was my good fortune to be Governor of the State of Illinois in 1865, '66 and '67, when the first Commission was appointed, when General Wilson and Major Gooding were designated as the Board of Engineers—it was when the first scientific survey was made of the Illinois River with reference to a Ship Canal, with reference to uniting the waters of the Mississippi River and Lake Michigan. Governor Cullom afterwards gave great attention to the subject; Governor Beveridge did the same. There has not been a Governor who has not. But it seems that although the Government engineers have been intelligent men, and have presented the Government, and the War Department, and the Engineering Department over and over again with the stubborn, irrefutable

facts, they have never yet been able to move the Government to a recognition of the importance of this great measure.

I have got to believe in my old age—although I don't know as I shall ever be able to ride on it again, unless I can get Mr. Norton to let me go on the little Frolic down the beautiful Canal—one of the most delightful rides you ever had in your life. Talk about going to the sea coast for pleasure, or going to Alaska. If you want a delightful ride—barring the musquitos—O, you must not go at that season of the year. If you want a delightful ride in a little boat through a scene of incomparable beauty, take this little steamer at Joliet and ride down to Copperas Creek Dam; ride up and down that course once or twice. I say for pastoral beauty, for agricultural scenery, for farming beauty it is not eclipsed any where; and the best of it is you go so slow that you have plenty of time to see everything. [Applause and Laughter.]

GENTLEMEN: It has been so long since I have presided over any body—over any body of men [Laughter and Applause] that it is not unlikely that before I get very far I will go wrong, but I have made up my mind to accept this honor—You have perhaps noticed that. (Laughter and Applause.) I don't know when I shall ever receive a like honor again. I am getting to that stage in life when it is dangerous to refuse anything that is offered. (Laughter and Applause.)

I suppose that a committee on credentials will be appointed and I suppose a committee on permanent organization will be appointed, and for my benefit, if not for your own, for the Lord's sake appoint a committee on rules and order of business. Those committees it seems to me ought to be appointed before we adjourn for dinner so that upon the reassembling of the Convention after dinner the Committee on organization may be prepared to appoint a permanent Chairman, and then another committee will be appointed on resolutions.

Now, gentlemen, we want good nature here. We want harmonious action. We want to do the best we can for ourselves. We want to take a good, strong, earnest step here to-day. Let there be ever so much good sense. Let there be ever so much light shed upon this subject. Let there be ever so many addresses—and I know there are to be some good ones. Let us cast what information we have as best we can over the Eastern and Western States and Territories. Let us do all that in an orderly, dignified and earnest, but above all, in a most harmonious manner. If I find my views about some projects ought not to be pressed too earnestly I will yield. (Applause.) I want something done here in Illinois. I want to feel that in this State as well as in this Nation we will have some water route, some channel by which we can send war material from the Rock Island armory and arsenal; by which we can send vessels from the Gulf by our interior Rivers to the Lakes; by which we can throw into Lake Michigan armored vessels equipped with substantial armaments of artillery that will make us feel stronger when we come to talk with Canada and Great Britain on the Fishery question. (Applause.)

I know how easy it is for intelligent men and men of influence to drift away from a careful study of public measures. They say: "Let these public men study; let the Governors and Lieutenant Governors and Senators, members of Congress and Judges on the bench deal with those questions; they are our Representatives." We must occupy a higher place than that if we are going to be American citizens. (Applause.) We cannot expect to maintain the self respect that belongs to private citizenship unless we give our thoughts to public questions. Once we people of Illinois help our delegation in Congress, once we take hold of this earnestly, we will arouse a public sentiment favorable to this improvement that it has not had for fifty years. I hope our members of Congress will feel when this question comes up in the Senate and in the House that they will be able, at least, to give recognition and support this improve-

ment of the water-way from the Lake to the Mississippi as a means of National defence if they cannot put it on any other grounds. (Applause.)

Now, gentlemen, I will come back to where I started, and quit. We have got to appoint these three committees; and, if some one will tell me how to do that, I will subside and be a sober man for the rest of the morning.

On motion of Senator A. J. Bell of Peoria, E. F. Dunn of Cook County, E. J. Ward of La Salle County, George Stone of Cook County, and A. H. Sanders of Iowa were elected Temporary Secretaries of the Convention.

Hon. L. W. James offered the following resolution:

Resolved, That there be appointed on the recommendation of each delegation, the following Committees, to consist of —

One delegate from each State on Credentials;

One delegate from each State on Permanent Organization;

One from each State on Rules;

And that the Committee on Resolutions shall consist of one delegate from each Congressional District represented, to be named by their respective Districts, on the call of Districts, immediately after the perfection of permanent organization;

And one delegate at large from each State represented in the Convention, and that Illinois, in view of its large representation, have three delegates at large — each District and each State to select its respective District and State delegates.

Colonel Meriam offered an amendment to insert the words delegates from each Congressional District from these various States instead of the word State, so far as Committees on Credentials and Permanent Organization are concerned.

Lost.

Resolutions as offered carried.

Senator D. B. Ray of Grundy offered the following resolution:

Resolved, That all communications and resolutions be referred to the Committee on Resolutions without debate.

Adopted.

On motion of Mr. G. E. Adams, the roll of States was called for each State to give its committeemen on Credentials, on Permanent Organization and Rules and Orders, which resulted as follows:

ON CREDENTIALS.

Illinois—Senator L. B. Ray of Morris.

Iowa—A. C. McQuirk of Davenport.

Missouri—M. J. Murphy of St. Louis.

Tennessee—Judge James W. Clapp of Memphis.

Oregon—P. A. Martin of Portland.

Kansas—A. J. Tullock of Leavenworth.

California—George Puterbaugh.

Maryland—W. T. Crowden of Cumberland.

ON PERMANENT ORGANIZATION.

Illinois—B. S. Prettyman of Pekin.

Iowa—H. L. Bawden of Scott County.

Missouri—Capt. C. S. Rogers of St. Louis.

Tennessee—Judge J. W. Clapp of Memphis.

Oregon—P. A. Martin of Portland.

Kansas—A. J. Tullock of Leavenworth.

California—George Puterbaugh.

Maryland—W. F. Crowden of Cumberland.

ON RULES.

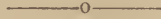
Illinois—Geo. E. Adams of Cook County.

Iowa—S. A. Jennings of Davenport.

Missouri—Hugh J. Brady of St. Louis.

Tennessee—Judge J. W. Clapp of Memphis.
Oregon—P. A. Martin of Portland.
Kansas—A. J. Tullock of Leavenworth.
California—George Puterbaugh.
Maryland—W. T. Crowden of Cumberland.

On motion of Hon. T. C. McMillan of Cook, Convention adjourned until 2 o'clock P. M.



2 O'CLOCK P. M., OCT. 11, 1887.

Convention met pursuant to adjournment, Governor Oglesby in the chair.

Hon. D. B. Ray of Grundy, Chairman of the Committee of Credentials, reported delegates from California, Tennessee, Maryland, Oregon, Missouri, Iowa and Illinois, aggregating 607, whose names are as follows:

COOK COUNTY.

Dr. Edmund Andrews, Martin J. Russell, John Wentworth, Geo. W. Smith, W. C. Goudy, W. P. Reno, J. R. Doolittle, A. C. Hesing, Redmon Prindiville, W. K. Sullivan, A. W. Green, F. B. Wilkie, Dr. N. S. Davis, W. C. Seipp, Chas. Fitz Simmons, W. P. Henneberry, I. K. Boyeson, Henry Wolff, John Garveny, Henry W. Fuller, Franklin McVeigh, Joseph Mahoney, Prof. W. S. Haines, James Sullivan, Prof. De La Fontaine, E. F. Dunn, Rudolph Brand, P. J. Saxton, N. K. Fairbank, Adolph Moses, J. Harley Bradley, John J. Altpeter, Edward Maher, James H. Ward, Andrew Leicht, Dennis O'Connor, Peter Kiolbassi, Sam Rastall, Wm. Penn Nixon, F. Laramie, John Enright, Alex. Smith, E. Brown, Wm. Williams, Ed. Hartigan, Oscar Saabze, Wm. Barageranath, Robert Nelson, Dr. J. J. Larkin, T. J. Moran, Frank E. Spooner, Frank Agnew, Joseph Stockton, J. H. McVicker, John W. Alvord, M. W. Ryan, L. O'Toole, Dr. H. A. Johnson, Prof. J. H. Long, Dr. J. B. Murphy, Chester B. Davis, Chas. McRitchie, Geo. Fleming, Dr. I. N. Danforth, E. L. Corthill, Albert Vorkeller, Alonzo Wygart, L. McGann, E. E. Maker, P. T. Barry, Wm. Brainerd, Martin Van Allen, Joseph Donnersberger, Leo P. Dwyer, Abraham Gottlieb, Geo. W. B. Strong, R. S. Critchell, W. J. Warder, John W. Weston, M. A. Donahue, Prof. H. B. Kerr, John V. LeMoynes.

CHICAGO BOARD OF TRADE.

George R. Rumsey, George F. Stone.

LAKE VIEW.

John C. Scales, John N. Hills, A. S. Mallman, Adam J. Weckler, Fred W. Labohn, Fred Baurmann.

CHICAGO.

M. B. Rean, J. T. Luster, F. S. Winston, A. Guthrie, T. C. Clark, G. M. Boque, H. B. Hind, J. T. Rawley, T. W. Handbury, F. M. Blair, A. Pringle, Geo. Schneider, G. A. Springer, J. E. Young, J. M. McKinley, P. H. Smith, H. W. Lum, J. P. Root, F. Q. Bull, H. T. Frank, J. W. Bennett, H. N. Smign, S. G. Nelson, S. C. Reed, F. G. Diefenbach, H. H. Massay, William Bross, J. T. Torrence, C. W. Boynton, Chas. P. Ferroll, Geo. E. Adams, Frank Lincoln, B. Eckworth, Henry Decker, Murray Nelson, Geo. McHow, S. D. Norton, K. G. Smith, John B. Lyon, Chas. T. Trigg, John C. Parker, C. Counselman, J. B. Cohrs, A. Crawford, G. L. Otis, M. T. Wright, D. F. Cameron, A. Loeb, Kirk Hewes, J. H. Clow, C. Y. Recker, W. J. Campbell, C. D. Rags, J. L. Lombard, K. F. Crane, A. J. Galloway, Arthur Dixon, L. H. Brisbie, G. W. Waite, W. J. Wilson, R. W. Dunham, W. E. Mason, T. C. McMillan, John Meyer, C. E. Crafts, J. E. Pierce, C. J. Miller, C. J. Weelker, S. Packer, T. O. Sheen, J. W. Brown, L. W. Murray, John E. Creoles, C. R. Cummings, Rhein D. Hern, J. F. Gillette, G. F. Stone, J. R. Beasley, D. W. Irwin, E. B. Stevens, H. Norton, E. A. Devine, J. Dupy.

HYDE PARK.

D. S. Shorey, Van H. Higgins, A. V. Powell, M. J. Russell, D. S. Taylor, W. N. Potter, James Morgan, A. R. Beck, C. H. Crawford, W. W. Bloss, George W. Wait, H. V. Freeman, E. W. Hendricks, J. E. Coroles, E. C. Potter, S. McCloud, J. F. Aldrich, L. C. Colt, Frank J. Smith, E. G. Clark, J. Y. Seamon, Paul Cornell, C. W. Colehor, D. A. Pierce, Telford Burnham.

TAZEWELL COUNTY.

D. C. Smith, B. S. Prettyman, James Haines, John Herget, Sr.; John H. Porter, W. K. Balwin, J. H. Hinen, J. Merriam, J. W. Daugherty, L. Allen, Ed Pratt, Thomas Cooper, T. N. Green, J. L. Hinners.

ADAMS COUNTY.

George A. Anderson.

SCHUYLER COUNTY.

E. A. Parker.

NINTH DISTRICT—ILLINOIS.

J. H. Jones, Geo. F. Paskell, D. Campbell, W. Ovan, J. E. Oug, G. W. Cook, Spencer Ellsworth, W. J. Frost, R. B. Dickinson, B. D. Mack, Thomas Kirbhen, J. L. McGinnis, John Age, W. L. Ellwood, P. A. Coen, J. S. Thompson, W. B. Whiffen, Geo. A. Zellar, A. L. Buchanan.

MADISON COUNTY.

H. G. McPike, L. Pfeifferberger, Wm. Armstrong, E. Beale, C. W. Milner, Knapper Alton, A. F. Boynes, Jonas Foutz, Frank McCambridge, Wm. Waey, August Rowvisk, C. Dattswing, W. H. Greyson, Dr. T. F. Irish, John Widelg, T. P. McRee, Nick Læfnig, T. Kohle.

GRUNDY COUNTY.

L. F. Bennett, C. H. Gould, M. A. Hand, P. C. Hayes, D. Nicol, Geo. Brown, H. G. Goshong, L. B. Ray, E. Sanford.

LA SALLE COUNTY.

G. W. Armstrong, D. L. Carpenter, P. H. Graves, E. J. Ward, Henry Mayo, J. E. Porter, J. R. Shaver, Wm. Thomas, A. Cook, A. Griffin, John Minier, A. J. O'Donner, F. W. Mathewson, M. Byrne, John C. Felde, Geo. DeLodd, A. Means, Joseph Reinhardt, L. M. Dumaway, Ralph Plumb, E. Howland, E. C. Lewis, Wright Adams, John Miller, S. E. Parr, David Ritchie, J. B. Potter, Casper Fisher, E. S. Brown, L. M. Sawyer, John L. McCormack, M. J. Reeves.

CASS COUNTY.

Dr. Henry Echardt, John A. Breeze, V. L. Mathews, John Beaty, Antoine Rick, H. H. Littlefield, W. C. Haines, W. H. McCormick, H. T. Foster, Phil Kuhl.

SANGAMON COUNTY.

A. Orendorff, Wm. M. Springer, W. E. Jones, A. J. Lester, Paul Selby, H. W. Clendenin, Frank Parrish, J. M. Higgins, C. A. Helm, J. Z. A. Eaves, Henry Schenek, E. A. Hall, J. Price, F. Gehrig, J. L. Hudson, Edward Cahill, William Ridgeley, T. W. Kidd, D. Rardon, Ralph Herndon, J. M. Fitzgerald, C. L. Conklin, C. A. Keys, J. M. Grant, John T. Capps, Thomas A. Hinkle, L. Smith, R. B. Zimmerman, C. A. Gehrman.

GREEN COUNTY, ILLINOIS.

Capt. John R. Keach, Cyrus Hartwell, John D. McLane.

CARROLL COUNTY, ILLINOIS.

Hon. Simeon Greenleaf, R. M. Cook, Hon. Emmanuel Stover, Don R. Frazer, Hon. D. W. Dame, Hon. N. D. French, Hon. T. O. Wolf.

MASON COUNTY, ILLINOIS.

J. F. Kelsey, A. M. Bird, Benj. H. Gatton, E. C. Starrett, W. M. Duffy.

Michael Maloney, D. W. Riner, Henry W. McFadden, E. A. Wallace, H. R. Northrup, J. M. Ruggles, F. Low, Samuel Birens, J. E. Nelms, T. N. Mehan.

MORGAN COUNTY, ILLINOIS.

Geo. W. Graham, Charles Heinz, Charles C. Keener, Fred Einstonan, Wm. P. Callon, R. E. Cameron, David H. Sorrels, Arthur McAvoy, Thomas B. O'Rear, Daniel Bahan, George Jamison, Edward Scott, E. C. Kreider, Isaac L. Morrison.

PIKE COUNTY, ILLINOIS.

William Perry, J. M. Bush, A. C. Matthews, R. C. Seanland, A. W. Beavis, S. Wike, A. Hughes, E. Dooccy.

TUSCOLA, ILLINOIS.

W. B. Brinton.

ARCOLA, ILLINOIS.

Hon. Eugene Rice.

EDGAR COUNTY, ILLINOIS.

Hon. Geo. E. Bacon, J. C. Means, John Westbrook, Will Culbertson, Thos. H. Chapman, J. Milton Wilson, C. Link, John Mings, Wm. F. Blackburn, Samuel Preyham, Wm. O. Wilson, A. Y. Trogden, Charles Clark.

BUREAU COUNTY, ILLINOIS.

Hon. L. D. Whiting, Gen. Thos. J. Henderson, Hon. J. H. Welsh, Hon. J. H. More, C. M. Stevens, W. P. Buswell, W. F. Larston, Smith Miller, C. M. Stevens, J. W. Harris, S. Pomeroy, E. A. Washburn, A. Morsey, A. M. Boyden, Simeon Elliott, David S. Miller.

KNOX COUNTY, ILLINOIS.

Gen. P. S. Post, Clark E. Carr, Nels Nelson, Geo. W. Prince, A. M. Brown, Samuel W. May, John H. Lewis, J. H. Miller, John Sloan, O. P. Cooley, William Burkhalter, G. Martin, F. A. Freer, W. P. Sisson, Geo. W. Sawyer.

PUTNAM COUNTY, ILLINOIS.

August Cassell, Wm. Hayes, Joel Hopkins, Geo. Hopkins, J. H. Seaton, Jeff Durley.

MACON COUNTY, ILLINOIS.

M. F. Kanan, B. K. Durfee, C. A. Ewing, S. S. Jack, W. C. Johns, J. G. Williams, M. P. Funk, E. J. Roberts, D. M. Adams, Wm. Green.

LOGAN COUNTY, ILLINOIS.

C. M. Knapp.

M'LEAN COUNTY, ILLINOIS.

J. H. Rowell, J. W. Fifer.

HENRY COUNTY, ILLINOIS.

Adam Lieberknecht, Ransom Harrington, James M. Hasford, Henry Goembel, John P. Fox, Charles C. Blish, John H. Pierce, Elias Lyman, E. W. Houghton, William L. Wiley, Wm. C. Stickney, N. B. Gould, Richard Mascall, Gustus Bengston.

ROCK ISLAND COUNTY, ILLINOIS.

V. M. Blanding, W. S. Knowlton, A. C. Dirt, J. W. Stewart, B. D. Buford, W. B. Ferguson, William Sears, Geo. Brown, Rich. Smith, Dan'l Fitzsimmons, J. W. Simonson, Dan'l Zimmerman, E. W. Hurst, Wm. H. Gest, J. W. Atkinson, W. C. Bennett, C. H. Deere, Morris Rosenfield, W. F. Crawford, L. E. Loftin.

WILL COUNTY, ILLINOIS.

Benj. Olin, Newton Richards, Thos. H. Riley, Wm. Adam, C. Mueller, J. H. Horv, Capt. Ed. McAlister, F. Kramer, John T. Clyne, Thomas Tait, Robert

Mann Woods, George Alexander, John D. Paige, S. B. Reed, H. A. Sanger, Jonathan Mather, Robert Clow, H. H. Hassin.

PEORIA COUNTY, ILLINOIS.

S. S. Page, H. G. Anderson, N. E. Worthington, M. M. Bassett, N. D. Jay, J. M. Hart, James S. Kenney, Martin Kingman, J. B. Irwin, L. Ph. Wolf, Eugene Baldwin, Robert Boal, N. S. Cutright, J. W. Thomas, J. H. Van Arsdale, Alex. Keady, W. T. Dowdall, A. J. Bell, Will O. Clark, B. L. T. Bourland, W. E. Phelps, B. Cremer, Isaac Taylor, S. A. Kinsey, L. W. James, J. B. Greenhut, C. P. King, Philip Zell, A. H. Rugg.

FULTON COUNTY, ILLINOIS.

L. O. Cummings, C. J. Robison, S. Y. Johnson, P. W. Slaughter, J. C. Thomas, J. L. Murphy, W. M. Vandeventer, Granville Bauere, J. M. Snyder, L. P. Marshall, Thomas Haines.

STARK COUNTY, ILLINOIS.

James H. Miller, Edward Colgan, John Daekie, Frank Thomas, James McGinnis.

MISSOURI.

M. J. Murphy, Capt. C. S. Rogers, Hugh J. Brady, James Gear, Robert E. McMath, John Wahl, Frank Gainey.

MEMPHIS, TENNESSEE.

Judge James W. Clapp.

IOWA.

C. A. Voelker, C. D. Martin, H. L. Bawden, A. W. Cantwell, John Bracut, Sentes Schmidt, Add H. Samodin, A. P. McQuirk, J. M. Eldridge, A. F. Williams, Jerry H. Murphy, John H. Gear, John Martin, B. B. Richards, S. S. Yerger, J. Fred Myer, Ernest Hoefler.

OREGON.

P. B. Marquan.

CALIFORNIA.

George Puterbaugh.

PHILADELPHIA, PA.

Theodore Adams.

WARREN COUNTY, ILLINOIS.

D. P. Phelps, Henry Allen, J. P. Firevoid, Harry Labbs, J. D. Porter, Peyton Roberts, J. S. Pratt, Alpheus Sexios, Y. T. Hartmann, Schuyler Palmer.

MARSHALL COUNTY, ILLINOIS.

Winslow Evans, James Gallup, Amasa Garrett, John McLaughlin, W. J. Fort, Jerry Feasel, M. Sherburne.

And your Committee recommend that they be entitled to seats in this Convention.

Report adopted.

Hon. B. S. Prettyman of Tazewell, Chairman of the Committee on Permanent Organization, by instruction of Committee, reported the following persons to be the permanent officers of this Convention:

For President of the Convention.—Hon. Shelby M. Cullom.

For Vice Presidents.—Hon. Alfred Orendorff of Sangamon County, Hon. John Wahl of Missouri, Hon. John H. Gear of Iowa, Hon. J. H. Murphy of Iowa, Hon. J. W. Clapp of Tennessee; Hon. A. J. Tullock of Kansas, Hon. George Puterbaugh of California, Hon. Mr. Russell of Alabama, Hon. W. F. Cowden of Maryland, Hon. J. C. Dore of Cook County, Illinois, Hon. T. A.

Morgwand of Oregon, Col. A. F. Rogers of Alton, Illinois, Col. W. T. Stackpole of Fairbury.

For Permanent Secretaries.—Henry P. Day of Peoria County, A. H. Sanders of Davenport, E. F. Dunn of Cook County, E. J. Wood of La Salle County, J. F. Kelsey of Mason County.

H. L. BAWDEN,
C. S. ROGERS,
B. S. PRETTYMAN

Committee on Permanent Organization

Report received and adopted.

On motion of Col. J. M. Snyder of Fulton, the Chair was directed to appoint a Committee of three to notify Senator Cullom of his election and conduct him to the chair.

The Chair appointed Col. J. M. Snyder of Fulton, Senator J. C. Dore of Cook and Senator A. J. Bell of Peoria.

On bringing in the Permanent Chairman by said Committee the Temporary Chairman introduced Senator Cullom as the permanent presiding officer of the Convention, who addressed the Convention as follows:

MR. CULLOM:

GENTLEMEN OF THE CONVENTION: The Governor, who has just surrendered the chair, had a little the advantage of me. He told me this morning that he did not expect to be Chairman until last night. He had all night to prepare his speech. I have not been aware that I had been chosen more than five minutes, so that the Governor has had at least twelve hours the advantage. I am at a loss to know exactly the course to pursue with reference to making a speech. My impression is, that this Convention would prefer to proceed directly to business to listening to me or anybody else, if you are ready for resolutions or whatever other business the Convention may have to attend to; but I desire my friends to say a word. I am inclined to believe that there are very few men in this audience to-day who do not know my position upon the question of water-ways in this country. I have been fighting so long that the memory of man scarcely runneth to the contrary in favor of the improvement of the Illinois River and, latterly, especially, in favor of the construction of the Hennepin Canal. (Applause.) Far back in my little political history, so far back as when I was in the Legislature in 1873, I was an earnest advocate of the improvement of the Illinois River. After I had the honor of becoming Governor of the State, when I found that the railroads of this State and country were disposed to dry up the Illinois and Michigan Canal by carrying the products of the people along its line substantially for nothing, so that the canal could get no business, I recommended to the Legislature of our State that an appropriation should be made so that that canal might be kept intact and that the people of this State and country should have the benefit of it. (Applause.) The appropriation was made, and it has continued to be made every two years, I believe, since, so that the canal that belongs to the people of the State of Illinois should be protected from being destroyed by being prevented from getting business and thereby maintain itself. After my service as Governor of the State I have had the honor of being in the Senate of the United States, and I have labored there day in and day out, session in and session out, in favor of appropriations for the improvement of the Illinois River and, also, for the construction of the Hennepin Canal. General Henderson, who is in this audience perhaps now, and who has been a devoted friend of the Hennepin Canal and of the Illinois River also, will bear me out in saying that we have labored very assiduously session after session trying to get the recommendation of the Government of the United States in favor of those two great enterprises. And I was gratified this morning to hear the Governor of the

State when he said to you what was true, that while your Senators and Representatives labored for the accomplishment of these great purposes in the interest of the people not only of Illinois, Iowa, Minnesota and all of the Western States, but of the whole country, it was difficult to arouse the people of our State and country to a realization of the fact that the work was of great national and commercial importance and that Senators and Representatives alone could not carry these measures through unless they were supported by the voice and earnest support of the people of the States that we had the honor of representing. And I hope, if this Convention does no other good, it will stir up the people of Illinois and Iowa and these sections of the country so that we may be supported in our efforts in Washington in trying to accomplish these great purposes.

As I understand, the specific purpose of the call of this Convention was to improve the Illinois River from its mouth to its source according to the plans which have already been adopted by the Government, and then to construct a canal from the source of the Illinois River where it joins with the Desplaines on the most economical route to Lake Michigan at or near Chicago. That, I understand, has been the purpose of the call of this Convention: and I desire to say that I am earnestly and unqualifiedly for that work, from the mouth of the Illinois River to Lake Michigan to whatever point may be determined upon. (Applause.) And I want to say right now, that while I came here to do what I could unqualifiedly for the measure for which this Convention was called specifically, I do not take back one jot or tittle of the earnest support that I have given heretofore, and which I intend to give, for the construction of the Hennepin Canal before we get through. (Applause.) I want to say to you people here in Peoria and in the State of Illinois and in the State of Iowa that these Western people never will give up either of these two great measures which are in the interest of the commerce of this country. (Applause.) I want to be perfectly frank about this matter with you people. I came here simply to get instructions from you as to what you want me to do as your representative in the Senate of the United States. But I say that if we cannot get both the improvement of the Illinois River and the construction of the great canal from its source to Lake Michigan, and the Hennepin Canal also,—I am talking now about what we will do in Congress—I say if we cannot get both, we will take one at a time. If a man is hungry to-day and he goes to his neighbor and asks for half a loaf of bread or a whole loaf, and the neighbor says, "No, I can't give you but half a loaf," the man is a fool if he does not take the half loaf and eat that to-day, and then go and get the other half loaf to-morrow and eat that also. That illustrates my opinion about these great works.

But, fellow-citizens, you must give us your support. When I first went to the Senate it seemed to me that I could not make an impression upon the Senate in favor of either of these two great measures, but we staid by them and argued in favor of them year after year and session after session and we finally at the last session of Congress were able to secure an amendment to the River and Harbor bill both in the Senate and House, in favor of the location of the Hennepin Canal and the survey, also, of the Illinois River from La Salle to its source and the location of a canal from the river's source to Lake Michigan, and if the President of the United States had not seen proper to pocket that bill you would to-day have had on the statute books a law that would have required the Government to make estimates for both of those two great works. (Applause.) I am not here to complain of the Administration. The President of the United States knew what he desired to do; but I thought I knew what we desired to do, and as I say, if the President had seen proper to approve the River and Harbor bill we would to-day have had no occasion for this meeting at all, as I understand it. But we are here to-day looking at facts as we find them, and I am not surprised that the people of Illinois and Iowa,

Missouri and Tennessee and other States of the West and South, that you are here manifesting the feeling that you possess to-day in favor of these great works.

Let me tell you, fellow-citizens, the great question of to-day is cheap transportation. The Governor in his remarks this morning rather intimated that we did not want to discuss the railroad question. Neither do we. But I want to say, Governor, that the great question of the day before the American people is Cheap Transportation, so that the farmers, the producers, the factories may be able to get to the markets of the world what they manufacture and produce at the cheapest possible rate. (Applause.)

I have been doing something as you all know in the direction of trying to regulate inter-state commerce. The purpose of it was to make the railroads of the country treat every man alike — put them all on an equality so far as their rights were concerned, and to reduce the rates of transportation as far as we might be able to do it. Equality of rights is the great thing in this country, equality in taxation, equality between the States, equality between the sections, equality between one individual and another in dealing with these public corporations who have your property and mine in their hands so far as the transportation of it is concerned. I have been doing what I could in the interest of protecting the masses of the people upon that question, but I realize as fully as any man that with all the restrictions that can be enacted into law by the Congress of the United States or by your State Legislatures you are still dependent in a large degree upon the water-courses of the country as regulators and cheapeners. (Applause.) We will do what we can in regulating the railroads and in making them, if it is necessary to do so, do right by the masses of the people. I have no ill feeling towards any railroad man on earth or any railroad corporation, but the railroads were created for the people and not the people for the railroads, (applause) and it is our duty to see to it, that while they have been benefactors, while they have carried the people and their products and homes into different portions of this country and aided civilization all over the land — yet that is no reason why they should be allowed to disregard the rights of the people as corporations doing business for us. My purpose has been to so regulate them that the masses of the people in the different sections of the country shall be entitled to just and fair treatment from the corporations, and that is all I desire to do; but when I have been doing that, I have never forgotten the fact that it was necessary, if we want cheap transportation, to open up these highways that God Almighty made for us and let them help to make the railroads carry the products of this country as cheap as they can afford to do it. (Applause.) And I am not only for improving the rivers, but I am also for connecting these great highways, where there is a link missing, by a canal if it is necessary. (Applause.) You take the country to day and beginning at New York you come down Lake Erie and around on the lakes to Chicago or to Duluth, and you run down the Mississippi River or the Illinois to the Mississippi and to the Gulf. Here is almost a complete circle — a circle, not of bayonets, not of steel, but of water, in the interest of the prosperity of the people of the United States. And it is our duty wherever there is a link missing to put in the link, to cut out these little places that interfere with the shortest lines of water transportation; and when you have done it you will have placed the people of the United States in a position where they can compete with foreign nations in the markets of the world. We consume most of our products to-day, but what little surplus we have is of no value to us unless it can be sent off to a market, and hence I say it is our duty to look into these questions whether the improvement of this great Illinois River is not in the interest of commerce and, as Governor Oglesby said, in the interest of national defense as well. He says he would build an arsenal at St. Louis or Peoria. All right. I would build one at either place, or if it were

necessary I would build one at Rock Island as well, where we have already spent fifteen or twenty millions of dollars in preparation for the manufacture of military arms. I say it is our interest to do it. And when we improve these water-ways we will have this Union in such a condition that no man in it will fear in the future any disunion sentiment or the dissolution of this great Union of ours. (Applause.)

Just think of it. Here is this great circle that I mentioned a while ago surrounding the New England and the Central and the Mississippi and the Southern States, binding them all as one; then here is the Mississippi River reaching out to the Northwest and the Missouri River also, reaching out to that great section, bidding them come to this great Mississippi Valley, and tying them also onto this great body of States here in the center. And what Nature did not do for the Northwest and the West the people of this country have helped to do. We have built our Northwestern, our Northern Pacific, our Union Pacific and our Southern Pacific Railroads, and we, by these means, have brought the people of all the sections together, so that we are one Union of States—a People—and God Almighty never intended that this continent of ours should be cut up into more than one great Nation. (Applause.)

There is another thing, fellow-citizens, that the Governor said to-day, that we have had an age of railroad building. So we have. And the railroad men say that you ought not to spend money in building water-ways, in building canals—that their day has gone by, and some who are not railroad men have got to believe that is so. The truth is, fellow-citizens, that in the older countries—take England, if you please—England to-day has 4,700 miles of water-ways, 3,000 miles of it, in round numbers, in canals. Take the French Government: that Government has spent millions upon millions of dollars in constructing canals—take the Languedoc Canal for instance. Take Holland: it has built the Amsterdam Canal, which cost three or four millions of dollars. And so of Russia, and so of Germany—of all of those old countries which have had the railroad for years and years checking all over their States, yet they rely upon the water-ways of their countries as well, in the interest of cheap transportation. And I am glad to see to-day that the American people, now that they have covered this country with railroads from one end to the other, are turning their attention to the improvement of the water-ways of the country; and I tell you, fellow-citizens—and I will not dwell longer because I am talking here at random—I tell you that as sure as you live we will have this Illinois River improved from its mouth to its source and we will have a canal from its source to Lake Michigan that will float any vessel you put on it that can go down and up the Illinois River and the Mississippi River to the Gulf. (Applause.) Just as sure as we are here that thing will be done, and I trust it will be done within a very few years' time. I hoped very much when I went to the Senate that I would be able to do my part in the successful accomplishment of that great work before now. I have got two more years to serve in the Senate, and I hope and trust that before my time expires I will have had the pleasure of witnessing the accomplishment, not perhaps of the completion of the work, but the accomplishment of a successful recognition by the Government of this enterprise as a work that must be done and as begun in the interest of commerce and national defense. (Applause.) And so of the Hennepin Canal. And if I do not quite get those two things accomplished all I ask of you is to send me back for another term or two and I will. (Laughter and applause.)

Now I hope I will be able to do my share in connection with my distinguished colleague, Mr. Farwell, who I am sorry to say is not here, he having gone abroad, but I trust as far as the Senate is concerned we will, before two years shall elapse, be able to notify you that a sufficient appropriation has been secured and approved by the President, providing for the survey and com-

menement of the work not only of the improvement of this river, because that is going on in a small way already, but of the beginning of the digging of that canal from the source of the Illinois River on to Chicago, or somewhere down south of Chicago. I hope we will be able to do that — and when I say that I do not want you to forget that you have men there like Henderson and Duham and Adams and Worthington and Springer and Payson and Rowell and Cannon, and I don't know how many more who have been equally faithful with your representatives in the Senate trying to accomplish this great work in the interest of the prosperity of the people of the whole country. We are all doing the best we can. Why, Henderson has worked on the subject until I thought he would get sick; he seemed heart-sick every time we were beaten. The man has almost worn his life out trying to accomplish the great work of getting the Hennepin Canal constructed. We have all done the best we could. What we want you people to do is not simply to resolve in this Convention that you want this improvement made of improving the Illinois River and constructing that canal; we want you to go further and show that you want it by your work — seeing members of Congress in other sections of the country, furnishing them information, and enlisting people of other States of this Union in favor of this great enterprise, and whenever you get thoroughly imbued with the necessity of doing it we will be able to pass the bill without any trouble, and I think if we pass it again, even as we did at the last session, that the President of the United States, now that he has had the pleasure and the honor and the delight of visiting our Western country and seeing what a great country we have out here in this Mississippi Valley which he had never seen before, will appreciate the fact that the Illinois River ought to be improved and that that great canal ought to be constructed, and that the Hennepin Canal ought to be constructed also before we get through. (Applause.)

Now, fellow-citizens, I shall not talk to you any longer. All I want you to do now is to do the very best you can to try and agree upon what this Convention shall do in the interests of this great enterprise, with an understanding of what you believe the effect will be upon the Congress of the United States when you shall have made your report of the resolutions which shall govern us. You can pass resolutions in a shape that might carry this great project by their very force, while you can pass them in such a way as to do the measure harm by making the country believe that the measure is simply a little local enterprise that our people are interested in. I want to accomplish an end. I want to get something done. I want this river to be improved; I want to see that canal constructed — and you want to see it. Now let us be careful that we do not do anything that will retard or hinder the progress of this movement that we are making, and whatever we may do let us maintain harmony, so that our work may go out as a unanimous report from this great Convention made up of representatives from different States. (Applause.)

Hon. G. E. Adams, Chairman of the Committee on Rules, reported as follows:

Your Committee on Rules beg leave to report as follows:

Rule 1. The order of exercises shall be as follows:

First — Permanent organization.

Second — Reception of communications to the Convention.

Third — Reception of resolutions to be referred to the Committee on Resolutions without debate.

Rule 2. The parliamentary rules of the National House of Representatives shall govern the Convention so far as applicable.

Rule 3. Speeches shall be limited to ten minutes unless extended by the Convention.

Rule 4. That the President of the Convention be authorized to appoint four (4) Pages for service in the hall.

That each State represented in the Convention shall be entitled to ten votes, and that each Congressional District represented shall be entitled to one vote.

Rule 5. That votes shall be taken on a call of States and the Chairman of each State announce the vote of the delegation.

Rule 6. That an official stenographer be appointed by the Chairman, to report the proceedings of the Convention.

Rule 7. That a copy of the proceedings of the Convention, when published, shall be sent to each Senator and member of Congress.

Respectfully submitted.

GEO. E. ADAMS, Ills.	} Committee.
HUGH J. BRADY, Mo.	
S. A. JENNINGS, Iowa.	

Mr. Adams moved the adoption of the report.

Judge H. B. Hurd of Cook moved to amend the report by striking out the representation by States, leaving the representation by Congressional Districts.

Mr. Adams moved to amend the amendment so as to strike out the word "ten," as to State representation, and insert "one" in lieu thereof.

Senator W. P. Callon of Morgan moved as a substitute for the original motion and the amendments thereto, that every delegate whose name is on the list reported by the Committee on Credentials be entitled to vote on all questions that may come before the Convention.

Motion carried, and the report of the committee as amended was adopted.

The roll of States and Congressional Districts was then called, giving opportunity for each State to name their members of the Committee on Resolutions, in accordance with the resolution adopted on that subject. The following were appointed:

ILLINOIS.

At Large—Gen. Thomas Henderson, of Bureau County; Judge Pendergrast, of Cook County; Col. Isaac Taylor, of Peoria County, and H. G. McPike, of Madison County.

First District—R. W. Dunham.

Second District—James P. Mahoney, of Chicago.

Third District—John Meyer, of Chicago.

Fourth District—Wm. Penn Nixon, of Chicago.

Sixth District—E. Stover, of Carroll County.

Seventh District—John H. Pierce, of Kewanee.

Eighth District—Benjamin Olin, of Joliet.

Ninth District—J. E. Ong, of Lacon.

Tenth District—A. J. Bell, of Peoria.

Eleventh District—Chas. H. Deere, of Rock Island.

Twelfth District—Geo. A. Anderson, of Quincy.

Thirteenth District—D. C. Smith, of Pekin.

Fourteenth District—J. W. Fifer, of McLean County.

Fifteenth District—Geo. E. Bacon, of Edgar County.

Eighteenth District—Lewis Pfeifferberger, of Madison County.

Nineteenth District—Thos. S. Ridgeway, of Shawneetown.

IOWA.

At Large—Hon. Jerry H. Murphy, of Davenport.

First District—John H. Gear, of Burlington.

Second District—L. F. Parke, of Davenport.

Third District—Chris A. Volger, of Dubuque.

MISSOURI.

At Large—Frank Gainey, of St. Louis.

Eighth District—R. E. McMath, of St. Louis.

Ninth District—C. H. Rogers, of St. Louis.

Tenth District—M. J. Murphy, of St. Louis.

CALIFORNIA,

George Puterbaugh.

TENNESSEE.

J. W. Clapp.

MARYLAND.

W. F. Cowden.

OREGON.

P. A. Marquan.

On motion of Hon. N. E. Worthington of Peoria, Major Handbury, of the United States Engineer Corps, was invited to address the Convention.

Major Handbury then addressed the Convention as follows:

MAJOR HANDBURY.

MR. CHAIRMAN AND DELEGATES—Before we become involved to any great extent in our deliberations upon the great problem that we are here assembled to consider, and to which it is our design to call the attention of Congress and the nation at large, it is but meet and proper that we should have clearly before us in brief what has been done, what is to be done, and what are the difficulties yet to be surmounted from the engineer's standpoint of observation of this question. There is no one to whom the duty of presenting these facts could more properly be delegated than to the engineer in charge of those improvements of the Illinois rivers in the special interests of which this Convention has been called. It is with this fact in mind, I suppose, that your Committee of Arrangements has honored me with an invitation to be present and take part in the proceedings of the Convention; an honor that I appreciate and a task that I willingly and with no little temerity accept.

At the outset, lest there be some misunderstanding, let me explain that, although I occupy an important position under the Government, in connection with the improvement of the Illinois River and with the project for the extension of this improvement to Lake Michigan, I am in this Convention in no wise a representative of the Government, nor am I in any way or manner authorized to speak for or make any assertions or promises in its behalf. Then acting under Government instructions and carrying out the desire of Congress, I am, like the other members of that small body of the service to which I have the honor to belong, actuated only by a desire to obey orders and keep within the limits of the law.

When we look at a map of the United States, we see on its northern limit a series of inland seas whose waters, flowing through a foreign country, empty into the Atlantic Ocean. The southern limit or head of outlet of the largest of these is near where we now are. Flowing southward almost through the center of our vast extent of country is the wide Mississippi, emptying its waters into the Gulf of Mexico.

Flowing into this, as into the main artery of the system, from the Rocky Mountains and from the Alleghenies, from the hills and valleys, meadows and prairies, come innumerable other streams, varying in importance as they near the great Father of Waters, in which they are all ultimately lost. Each of these is a means provided by Nature for an interchange of the mineral wealth and the products of the soil through which they flow. For no other country

on the face of the globe has Nature provided such ample means for cheap transportation.

We will notice upon the map that one of these streams in its course approaches near, yea almost touches, the southern limit of this inland sea. At this place is the lowest point in the divide that separates the waters that flow through the lakes and the River St. Lawrence into the Atlantic Ocean from those that flow through the Illinois and Mississippi Rivers into the Gulf of Mexico. It is less than ten (10) feet above the mean level of Lake Michigan, which is 581 feet above the level of the sea. Nowhere else in the wide extent of territory drained by these two systems does the like of this occur.

This point has been an object of interest to mankind, both savage and civilized, as long back in the past as history or tradition take any note of.

Going beyond these, we learn from the record of the rocks, that in a very recent geological age, the waters of the upper lakes flowed as a wide and deep river through this pass into the Gulf of Mexico. This wide valley and these extensive alluvial bottoms were never made by the puny stream that now with struggling effort makes its way through the soil. Whether or not at that time there were any inhabitants of the country in special need of cheap water transportation for their products in order to regulate railroad or other monopoly rates, we are not informed and probably never will be. Of this one thing, however, we are certain, that whatever were the means and necessities for the transportation of the peltries and products of this country, this pass has always been the most available route for the passage from the lakes to the valley of the Mississippi.

For long ages prior to the advent of the white man into the country the Indians used it as their highway between the lakes and the rivers of the prairies, and found it ample for all their needs.

The early voyageurs and explorers passed through it with their traps and peltries in order to travel by the most expeditious route from their establishments in the Canadian country to the wilderness along the Gulf of Mexico.

This pass answered all their purposes, also, coming down to the time when the early history of our nation began to take shape, and in which those great statesmen lived that so wisely laid the foundations for the prosperity that we now enjoy, whose prophetic finger, as it were, pointed out the lines that the future commerce of the country was to take; we find that this point was receiving consideration from them also.

From New York up the Hudson to Albany, west by the present route of the Erie Canal to Buffalo, thence by the lakes to the head of Lake Michigan, across the low divide into the valley of the Illinois, and down that river into the Mississippi and the Gulf of Mexico. Such in general was the grand scheme for internal transportation entertained and inaugurated by such men as Albert Gallatin, DeWitt Clinton, Robert Morris and other patriotic spirits, whose statesmanship and commercial sagacity were not confined within the little limits of their own districts, but with comprehensive grasp saw the capabilities and possibilities of the Far West, and their bearing upon the importance and prosperity of the East.

The canoe and portage methods of transportation which were all-sufficient for the Indian, the trapper, the voyageur and the priest, would not suffice for the wants of a new civilization. Very soon after Illinois became a State steps were taken to secure the construction of a canal "between the navigable waters of the Illinois River and Lake Michigan." As early as 1822 Congress authorized the State to survey and mark through the public lands of the United States the route for the canal for this purpose. In 1827 it passed an act granting to the State 284,000 acres of public lands in aid of this enterprise. By various acts extending through a series of years Congress has recognized the importance of this canal and this route as a line of transportation for commerce.

The construction of the canal was commenced in 1836, and was finished and brought into use in the spring of 1848.

It is not necessary in this Convention to take up the time of the Convention in a recital of the details as to how the means for carrying on this work were provided, or recount the financial difficulties under which it languished. Suffice it to say that the General Government lent its aid to this enterprise, which at that time was considered to be of national importance and sufficient for the needs of commerce. It certainly will not now refuse its aid to a like undertaking which is proportionate to the needs of the present day, if the necessity for this be shown in proper form without suspicion of jobs or based by matters of a purely local character.

The canal was finished, as stated, in 1848, and continues in operation to-day. It is 97 27-100 miles in length from Chicago to La Salle, the present head of navigation on the Illinois River. It has a fall in this distance of 142 feet, which is overcome by locks 110x18 feet, having a depth of 6 feet over the meter sills. Boats drawing only 4 feet 8 inches can now navigate the entire length of the canal.

In the course of a few years it became apparent that this canal, with the Illinois River in its unimproved state, would not afford sufficient facilities for cheap transportation of the large through commerce that would naturally seek this route. Although doing considerable business, it must now be considered as a local convenience only, a regulator of local railroad freight rates during the season of navigation and a race for furnishing water power to local manufacturing interests.

Large facilities for water transportation are needed to keep pace with the increased commerce of the country and insure its being delivered in market at the lowest practical cost.

The State of Illinois, by act approved February 26, 1869, directed the construction of a lock and dam at Henry, thus forming the first link in the present chain of the river improvements. The operations of this work were carried on under the direction of the State Board of Canal Commissioners, substantially in conformity to the plan of improvement recommended by the Wilson board.

In 1873, Colonel Macomb, then in charge of the Government work of improving the Illinois River, at the urgent request of the Governor of the State, and others interested in forwarding the work of improvement, recommended that the United States construct the foundation of the Copperas Creek lock from the amount (\$100,000) appropriated that year by Congress for improving the river. This recommendation was approved by the Secretary of War, and the work executed, at the cost of \$62,359.80. There does not seem to have been any direct Congressional authority for this transaction, the arrangement was apparently entirely departmental.

In the fall of 1874 these foundations were finished and the work turned over to the State, by which the lock and dam was completed. Since that time the United States has expended no money on improving the river above Copperas Creek.

The item of the River and Harbor act of 1880, which makes appropriation for the improvement of the Illinois River, reads: "For continuing improvement, of which sum \$100,000 shall be expended on locks and dams and \$10,000 for dredging." This was the first authoritative approval by Congress of the project that we are working upon to-day for the purpose of improving the Illinois River between Copperas Creek and its mouth, with the view to adapting this reach to the military, naval and commercial wants of the country.

All the money that has been appropriated by Congress for the improvement of the river since that time has been expended substantially in the construction of two locks — one at La Grange, 70 miles, and the other at Kamps-

ville, 30 miles above the mouth of the river. The lock at La Grange will be substantially finished this fall. The foundation for the lock at Kampsville has been ready for its superstructure since 1884, but owing to the insufficiency of the amounts appropriated by Congress, the work of construction has not advanced beyond this stage. A little less than one-half of the cut stone necessary for this lock is now on the ground. In order to complete the project this lock and the two dams are yet to be built. The dredging originally estimated for is also to be done. The estimated amount of funds required for this purpose is \$587,500. When this amount is expended, according to the project, it will then be practicable for the large steamers belonging to the Upper and Lower Mississippi, the Ohio and the Missouri Rivers to come with their unbroken cargoes to within 100 miles of Lake Michigan.

A recent survey of the Illinois and Desplains Rivers from La Salle to Joliet has been made by direction of Congress, and plans and estimates of cost for their improvement to the same navigable capacity as the river below have been made and submitted. Major Benyaud, in his report on this project, estimates the cost of improving this reach of the river at \$3,433,582. The distance is 64 miles and the fall 100 feet. In this report Major Benyaud says:

"The location of the various structures and the two canals were fixed upon so that there should be no conflict between the United States and persons owning valuable manufacturing interests along the river where water power is used. Certain low land will necessarily be submerged if the plan be carried into execution; very little of it, however, is of considerable value and can very easily be estimated for."

On this point the notes of the survey are very complete, and the maps are constructed showing the contour at every five feet elevation, so that the amount and character of the land submerged at any height above low water can readily be determined.

Since 1867, when the report of General Wilson and Mr. Gooding was submitted to Congress, there have been many changes in the face of the country and in the condition of affairs between Joliet and the southern end of Lake Michigan. Great important industries have been located in this vicinity, new interests have arisen and new features have come to the front, that were scarcely so much as dreamed of at that time. A project which then might have been thought a wise and practical solution of the transportation problem would scarcely be put forward at this day by eminent engineers as a solution of the great problem we have now before us, with all its new and varied elements and interests to be considered.

Before the extension of this improvement from Joliet through to the lake can be wisely legislated upon by Congress, much engineering data that are influenced by these new conditions must be collected and compiled for its consideration.

The Board of Engineers appointed under the provisions of the River and Harbor act approved August 5, 1886, to investigate and report upon the proposed acquisition by the Government of the Illinois and Michigan, and construction of the Hennepin Canal, in its report (Ex. Doc. No. 79, H. R. 49th Congress, 2d Session) says, among other wise conclusions, that "the water-way from Chicago to Grafton on the Mississippi River is a most important one, and when completed there is little doubt that it will richly pay for itself in the reduction and regulation of freights." It also remarks: "The northern terminus of the present canal is in the south branch of the Chicago River, about five miles by its course from Lake Michigan. This portion of the river lies in the very heart of the business portion of the city of Chicago, and through it all the commerce to and from the lake must pass. Numerous bridges span this part of the river, and these are thronged day and night with a vast multitude of passing people and vehicles. The delays and annoyances arising from the

necessity of interrupting all this travel to allow vessels to pass the bridges, has become almost intolerable, and will not admit of greater increase. If, then, there should be such increase in the commerce of the canal as is anticipated when its enlargement shall have been effected, it would be practically impossible to take care of it by the present route without subjecting the people of Chicago to still greater annoyance. In view of the possibilities of the case it would appear that whatever enlargement of the canal is made from Joliet northward should not be carried further than the 'Sag,' a point where the line of the canal could be easily diverted to a more favorable terminns."

In transmitting the report to Congress the Secretary of War remarks: "At present these bridges are a great impediment to navigation and to the land traffic of Chicago. If this river becomes the only outlet to the large commerce that may follow the opening of this new route of transportation between the Mississippi River and Lake Michigan, another outlet for the canal will be necessary, and economy and convenience may demand another channel to the waters of Lake Michigan. As to the cost of such a change, should it become necessary, we have no knowledge, no preliminary survey of the country with a view to the construction of a new route to the lake having been made."

In my report to the Chief of Engineers, under date of February 10, 1886, supplemental to one by Major Benyaurd, on the subject of the Hennepin Canal, I have the honor to state: "Before taking steps looking to the enlargement of the Illinois and Michigan Canal, in the interest of commerce, or as a military expedient, the advisability is suggested of ascertaining whether or not some route can be found from Joliet to Lake Michigan at a point where better facilities can be provided for handling the large commerce of the section. It is thought by some that a practicable route exists between the valleys of the Desplaines and Calumet Rivers, along which a canal, such as will accommodate the largest vessels using the improved Illinois River, can be constructed at a cost less than that estimated for the enlargement of the Ohio and Michigan Canal from Joliet to Chicago."

"Before the benefits claimed for the Hennepin Canal can be fully realized to commerce, some one of the projects above outlined for continuing the improvement to the lake must be carried forward to completion."

It must not be assumed that the contemplated water-way between Joliet and the lake is to be limited in depth to 7 feet. This would limit the draft of vessels using it to that of the low water stage of the river. No advantage could be taken of the intermediate and high stages. This division of the improvement could be made 10, 13 or 14 feet, as might be found necessary for the exigencies of the traffic during the higher stages of water in the river. The quantity of water necessary for the purpose of navigation to be drawn from the lake can be ascertained upon investigation, and this can be regulated by giving a greater or less slope to the upper reach of this division.

It would evidently be in accordance with the dictates of sound judgment and true business policy to examine every possible route, and consider every engineering as well as commercial phase of the problem before definitely committing the Government to the construction of a work of so much importance and involving the expenditure of so considerable an amount of money.

Here I may remark that in order to give the General Government a clear right of way to effect this improvement, to remove all color of control or interference with the commerce on the State, to place it more emphatically in the category of those internal improvements that should be made and maintained at the expense of the nation, it will be necessary for the State of Illinois to cede to the United States the locks and dams in the Illinois River at Copperas Creek and Henry, together with all privileges and appurtenances belonging thereto, and also so much of the Illinois and Michigan Canal as the surveys and

plans yet to be made for continuing the improvement from Joliet to the lake may determine to be necessary, with such condition only as can be accepted.

I am aware that the State, by an act approved April 28, 1882, ceded the Illinois and Michigan Canal to the United States, and also, by act approved May 31, 1887, ceded the locks and dams in the Illinois River. The conditions of these grants, however, were such that, as the matter now stands, they amount to nothing.

This, gentlemen, is the statement of the case from the engineer's point of view. It is a plain problem of creating, or, rather, opening up anew what was once a great water-course between the lakes and the Mississippi River. In the onward march of this great nation, this has been found to be necessary for the commercial interest of the community, and, as is easily seen, for the military defense of the country.

The project was conceived and agitated years ago by some of the wisest statesmen our country has produced. Its execution has been quietly going on, entirely unobserved, save by the few friends who have refrained from urging its consideration upon Congress out of deference to the energetic exertions of the friends of other projects far less meritorious, which cannot possibly reach completion until this is finished.

By a combination of circumstances, one of the most important of which is a demand for lower rates of freight, east and west, north and south, it must now go to the front. Thus far the problem is on a broad national basis. It is unencumbered by any issue of a local or political character. No politician has yet mounted it as a hobby upon which to ride to political preferment. It is free from Chicago sewage, and so far as the present object of this Convention and the best interests of Chicago, the State of Illinois and the United States are concerned, as I understand them; it should remain so. While it includes the most important part of the canal built by the Government, from Lake Michigan to the northwest, it is free from all the local influences and discordant elements that have been injected in that problem, and it should remain so.

It contemplates no excessive flooding of bottom lands or destruction of existing water power. No great public improvement can be carried into execution without somewhere on its line disturbing the ancient condition of affairs and perhaps damaging the property of private individuals. Private property cannot be taken or destroyed for public use without just compensation. It will act as a regulator to the freight rates on interstate and local commerce to far better effect than any law that our legislators can devise. Its influence will be felt wherever the navigable streams that empty their waters into the lakes or flow into the Mississippi River can be found.

The discussion of the general subject of the relative cost of transportation by rail and by water as it bears upon this problem, I shall not enter upon, as there are many gentlemen present who have made this an almost life-long study, and have come prepared to give us the benefit of their labors: nor will I for the same reason dwell upon the particular commercial advantages of the proposed improvement.

There is one other point, however, in connection with this subject that should be gravely considered by this Convention, and also by our statesmen in Congress, when the subject is again brought to the attention of that body, upon which I may be permitted to remark. This is the bearing the improvement of this river, as now in progress, will have upon the great question of our national defenses.

I am not of that number who believe that the day has come when all questions of national dispute will be settled by peaceful arbitration. Among the nations of to-day those that are the most respected and enjoy the greatest commercial supremacy are at the same time in the best condition to defend their rights against the encroachments of others. Their means of defense go hand-

in-hand with their commercial prosperity. They not only project their internal improvements with reference to national defense, but they eagerly seize upon every vantage point beyond their territory that will give them control of the commerce or military movements of their rivals. By reason of the utter defenseless condition of our country and our inadequate preparations for maintaining a position once assumed, by force if necessary, our diplomats are placed at great disadvantage. We often lose, through this cause, commercial advantages that of right should be ours. Why is it that at the present time, when there is a controversy going on between ourselves and Canada, with England at her back, concerning the interpretation of treaties and laws made years ago to define certain fishing privileges, that we hear of British vessels of war being ordered to Canadian waters; that Halifax is being fortified and is to be made the headquarters of the British North American squadron; that guns are being sent to Esquimault, the British naval station on the Pacific coast; and many other rumors of like character? It is not that either Canada or England expects to declare war upon us, but it is just that much weight thrown into the argument in their favor. They know that we are now powerless and must submit to just such terms as they demand.

The inhabitants of France are expending fabulous sums of their hard-earned savings in digging a canal through the Isthmus of Panama almost at the very entrance of this water-way. At some time in the near future, either this or some other project for the passage of ships across Central America will be an accomplished fact.

This will produce a change in the established lines of commerce around the world. From a military as well as a commercial point of view, it will be a great strategic point, the control of which must remain with us. Already foreign powers are taking positions around it. England has established herself at Balise on the Peninsula of Yucatan, at Jamaica Island in the West Indies, and in Venezuela at the mouth of the Orinoco, and we hear of rumors that Cuba may fall into the hands of Germany. And what are we doing about all this? Think you that a polite diplomatic note, stating that such steps on the part of these powers are regarded as "dangerous to our peace and safety," would be of any avail at this day, as it was in the case of France in Mexico at the close of our late war, when we had a million of veterans ready for the field? Gradually every vantage point is being taken up around us until we are permitted to go beyond our own boundaries for trade and commerce only through sufferance of some power of the Old World. Is this the way that we propose that the powers of the Old World shall not interfere with the affairs of the New?

We should bring our seacoast defenses, which at one time were, relative to the offensive appliances that could be brought against them, equal to those of any other country in the world, but which are now utterly worthless, up to the standard of to-day. We should furnish our navy, whose personnel at all times is our glory and pride, with such vessels that the flag-ships of the proudest nations on the seas will deem it an honor to dip their colors to. We should provide great water highways through our country, so that those vessels may disappear from one part of the coast and reappear as if by magic at another, these great highways in ordinary peaceful times being lines of cheap transportation to the seaboard for products.

On our northern boundary we have a large extent of country occupied by subjects of Great Britain. This is an active, enterprising colony. In all things that affect their welfare and that of the mother country they are wide awake. A large part of the boundary line that separates the two countries is the chain of great lakes with their connecting rivers.

In 1817 a treaty was concluded between the United States and England, limiting each party to an insignificant naval force upon the lakes. Lake On-

tario was to have one vessel not exceeding 100 tons burden, and armed with one 18-pounder cannon. The upper lakes, two vessels, not exceeding like burdens each, and armed with like force. At that time the country on both sides was in an undeveloped condition. There was no town, except perhaps Detroit, on the upper lakes worthy of the name. Since then everything except the treaty is changed. Our neighbors have developed their country, and the lines of transportation for the products and the means for its defense to an amazing extent. On our side many cities and towns have grown up upon the borders of the lakes, enormous wealth and property have been accumulated in these, which in time of war cannot be successfully defended except by vessels or appliances on the lakes, of which we at present have none, and no means are provided for getting them there.

The English have surmounted the rapids of the St. Lawrence and the Falls of Niagara by canals which are to permit the passage of vessels drawing fourteen feet of water. This system will permit many vessels now on the British naval list to enter the St. Lawrence from the Atlantic Ocean and proceed through an unobstructed passage to Chicago at the head of Lake Michigan. I notice by the papers recently that the construction of a canal which is to be entirely upon Canadian territory has been commenced, which will enable vessels to pass from Lake Huron to Lake Superior without using the canal at Sault Ste. Marie.

The number of vessels on the British naval list to day that could, in case of war between us and England, or any power allied to her, make their appearance at Chicago and other large and important centers of commerce and wealth upon the American borders of the lakes and demand contributions of hundreds of millions of dollars, or subject them to the horrors of bombardment, is 111. A large portion of these are armed with guns whose projectiles are capable of penetrating $4\frac{3}{4}$ inches of iron at a distance of two miles. In the event of war it is not to be presumed that England would await the declaration before starting this fleet through to the lakes. Pending the final exchange of diplomatic notes these would be sent in all haste to occupy the commanding points in the line of communication.

The board of distinguished army and navy officers and civilians authorized by act of Congress approved March 3, 1885, to examine and report upon the general state of our military resources, speaking of the Welland Canal, in its report says:

"The object of this canal is to furnish a navigable route from the upper lakes to Montreal. When all the canal and works of this navigation are completed, vessels drawing 13 feet of water will be able to load at any port on the lakes and proceed to Liverpool without any necessity of handling cargo; while the distance from lake points by way of Montreal is 480 miles less than to the same port via New York. In the event of a war with the United States, this system of navigation will enable the British Government to assemble a fleet of light-draught gunboats with heavy rifled guns, and a fleet of torpedo boats, of which the British navy have a great number of each, while the United States at present have none." * * * * *

The British Government has spent over \$54,000,000 on the Welland Canal, and it is scarcely to be expected that it would be left so exposed as might be inferred. The splendid railroad communication, the commercial and naval supremacy on the lakes possessed by the British would enable them to concentrate such a force with ordnance and war materials as to render the approaches by a hastily formed, undisciplined and poorly equipped force of Americans (such only being available) practically impassable.

In the report of the House Military Committee, 1862, it is said:

"The United States and Great Britain are prohibited by treaty stipulations from building or keeping afloat a fleet of war vessels upon the lakes. At the

same time on the shores of these lakes the United States have many wealthy cities and towns, and upon their waters an immense commerce. These are unprotected by any defenses worthy of special notice, but are as open to incursion as was Mexico when invaded by Cortez.

"A small fleet of light draught, heavy-armored gunboats could, in one month, despite of any opposition that could be made by extemporized batteries, pass up the St. Lawrence into the lakes, and shell every town and city from Ogdensburg to Chicago. At one blow it could sweep our commerce from the entire chain of waters. To be able to strike a blow so effective Great Britain constructed a canal around the Falls of Niagara. By this single stroke the entire chain of lakes was opened to all British light draught ocean vessels. Perceiving our ability to erect works upon the St. Lawrence that might command its channel, and thus neutralize all they have done, Great Britain dug a canal from the foot of Lake Ontario, on a line parallel to the river but beyond the reach of American guns, to a point on the St. Lawrence below, beyond American jurisdiction, thus securing a channel to and from the lakes out of our reach. Occupied by our vast commercial enterprises and by violent party conflict, our people failed to notice at the time that the safety of our entire northern frontier has been destroyed by the digging of two short canals. Near the head of the St. Lawrence the British, to complete their supremacy on the lakes, have built a large naval depot for the construction and repair of vessels, and a very strong fort to protect the depot and the outlets of the lake—a fort which cannot be reduced, it is supposed by them, except by regular approaches. The result of this is, that in the absence of ships of war on the lakes and of means to convey them there from the ocean, the United States, upon the breaking out of a war, would, without navy yards and suitable docks, have to commence the building of a fleet upon Lake Ontario and another upon the upper lakes. At the same time England, possessing a naval depot at the entrance to this system of waters, can forestall us in our attempts, both offensive and defensive."

What should we do to offset all these military and commercial advantages that are now on the side of our neighbor, and at the same time give us the supremacy that our resources should command? My answer is, fortify our seacoast, build up a navy worthy of our country, enlarge the Erie Canal, make another from the west end of Lake Erie to the south end of Lake Michigan, and continue the improvement of the Illinois River to the same, thus giving us an uninterrupted water-way for large vessels through the heart of the country from the Gulf of Mexico to the northern lakes and thence to the Atlantic Ocean.

Our duty now is to consider but one short link, already partly forged, in this great chain. No one will deny that it is national in its importance and deserving of the hearty support of the Government.

Let not our proceedings assume such a shape as will take from it this distinctive character. The conclusions from our deliberations should so strengthen the position of our representatives in Congress that when they call the attention of their fellow-members to the importance of this long neglected work, it may be from a plane of national statesmanship, unencumbered by any question of a local interest.

On motion of Judge S. S. Page of Peoria, a vote of thanks was tendered to Major Handbury for his address to the Convention.

On motion of Hon. J. M. Miller of Stark, the Committee on Resolutions were requested to meet at 7 o'clock this evening, and report to this Convention to-morrow morning at 9 o'clock.

The Convention then adjourned until 9 o'clock, October 12, 1887.

9 O'CLOCK A. M., OCTOBER 12, 1887.

Convention met pursuant to adjournment, Governor Oglesby in the chair.

The Chair—I am informed that the Committee on Resolutions will not be ready to report before 10 o'clock.

Senator Whiting of Bureau—There being nothing before the Convention. I think we would all be pleased to hear from Mr. Dore of Chicago.

Mr. Dore then addressed the Convention as follows:

SPEECH OF J. C. DORE, CHICAGO.

Mr. Chairman, Gentlemen of the Convention, Representatives of the great corn and wheat field of America, I may say of the world.

You have met in response to a call for a convention, for the purpose of giving expression to the sentiment of the people, on the proposed improvement connecting the waters of Lake Michigan with the Mississippi River, via the Illinois and Desplaine Rivers to Joliet, and a wide and deep Canal, (that is wide enough and deep enough for steam navigation) from Joliet to Lake Michigan; and also to organize an efficient and harmonious plan to place the great merits and urgent necessity of the improvement sought advantageously before the coming session of Congress.

It is easy to give expression to the sentiment of the people directly interested, touching the urgent necessity for these improvements. This can be done by resolutions. And I know of no better way of placing the great merit and urgent necessity for said improvements advantageously before the coming session of Congress, than by an array of indisputable facts and figures showing our natural advantages; what is indispensable to make them available; what has been gained by similar improvements in other parts of the country, and what has been lost to us by like improvements in foreign countries competing with our own.

What is proposed in the call for this Convention, is no new scheme, but a work already begun, and constitutes a part of a great system of improvements of western water ways, and is, in no sense, antagonistic or prejudicial to any of them.

The completion of the improvements contemplated in the call would supply the now missing link to the complete steam navigation from the Gulf of Mexico to New York, or Montreal, via the Mississippi and the Great Lakes.

The world no where else affords so great natural facilities for internal commerce, with so few and so small obstructions.

The question is, shall the obstructions be removed without unnecessary delay? The Treasury is overflowing. Politicians, merchants and bankers are inquiring what shall be done with the money?

Why not assume as the English Parliament did, that cheaper transport must be in the public interest; and make the necessary improvements to make it cheaper. How great the necessity!

Our corn and wheat field is greater than the Empires of France, and Germany combined.

It is capable of sustaining a population far greater than both those Empires. Its manufacturers are already great; and it contains all the natural requisites for their unlimited extension.

The commerce of a country, or section of country, is now, and will continue to be commensurate with the people and their productions.

What limits our production now? The cost of transport. Our markets are in distant states on the seaboard and in foreign countries.

The cost of transport, therefore, has become the great, the paramount question; the question which now determines the compensation of labor, and in great measure determines the value of every acre of wheat and corn producing land in the west and northwest.

If the cost of transport could be reduced to nothing, or greater fertility of soil, superior husbandry, and usual abundant rainfall, would enable us, unquestionably, to distance all competitors, and control the cereal markets of the world.

Is it not evident therefore, that the nearer to zero transport charges can be reduced, the nearer we shall come to controlling the markets of the world?

The great desideratum therefore, is the minimum cost of transport. It is admitted, this is attainable by water only.

Within the last twenty-five (25) years great improvements have been made in facilities for transport on land and the Great Lakes.

Large engines have taken the place of small ones on the railroads: road beds have been ballasted; steel rails have been substituted for iron rails; freight cars have been doubled in capacity; and on all the great commercial routes double tracks have been constructed. On the Great Lakes, harbors have been enlarged and deepened, and navigation from one Lake to another has been made free by the improvement of St. Mary's Falls Canal, by making a channel broad and deep through the St. Clair flats, and deepening the Limekiln Crossing in the Detroit River.

And Canada has enlarged and re-enlarged, and is enlarging again the Welland Canal connecting Lake Erie with Lake Ontario.

Large vessels have taken the place of small ones; and steam has been substituted for sails: the result is greater speed and great reduction in freight charges on both land and water; and this is specially noticeable on railroads in competition with water.

The average freight per bushel of wheat from Chicago to Buffalo by water, in 1861 was 11.55 cts.; 1881 was 3.40 cts.; 1883 was also 3.40 cts.; a reduction of 8.15 cts. per bushel. (See Douglas' Report, Assistant Engineer, Department Railways and Canals, Canada, 1884.)

During this period the diversion of the cereals to Baltimore, Philadelphia, Boston and Montreal, by the railroads and the enlarged Welland Canal induced the Legislature of New York to abolish the tariff on the cereals on the Erie Canal, amounting to six (6) cents per bushel. It will thus be seen that by improvements of Lake navigation and abolition of toll on the Erie Canal, fourteen (14) cents per bushel have been saved to producer and consumer, by diminution in cost of transportation by water from Chicago and Milwaukee to New York.

Nimmo's Report on Internal Revenue for 1880, shows an average reduction in freight per ton, per mile, from 1870 to 1880 on both canals and railroads of 50 per cent. or one-half.

It was this great reduction in freight, made possible by the improvements named, that enabled this country to increase its exports of wheat and corn to 284 millions bushels, valued at 288 millions of dollars, (35 per cent. of the entire exports of the country) in the year 1880.

In 1869 the Suez Canal was opened. This canal was not built in the interest of American farmers.

The Suez Canal made navigation from Cawnpore, 900 miles up the Ganges, complete for large vessels with full cargoes to London and Liverpool, without breaking bulk. Then commenced the rapid development of the country in the production of wheat, stimulated by enormous government expenditures for the construction of canals used for both irrigation and transport. Capital outlay to the end of the fiscal year 1882-3, for canals only, was \$103,800,000; as much at that date, within \$2,000,000, as this entire country had expended on all its internal and external improvements, from the foundation of the Government to that date.

In 1879 a limit of twelve (12) and one-half millions dollars was fixed as the maximum sum to be borrowed in a single year on account of public works, which might be appropriated at the discretion of the Government between railways and navigation. If this annual expenditure has been continued during the last four years, 50 millions more have been added to expenditures for public improvements. But mark this, although a limit was fixed to the amount that might be expended, if the amount so spent was provided for out of the current revenue of the year. Nor is this all that the Government has done and is doing. It fosters, and subsidizes, and owns railroads.

State investment in railroads in 1883 was \$156,800,000. Government or state loss on railroads in twenty-four years, that is, from 1859 to 1883, was \$124,750,000, or twenty millions more than the Government of the United States has expended for public improvements internal and external to that date, viz 1883.

All this great expenditure and great loss was in the interest of cheap transport. The indirect benefit, doubtless was considered greater than the direct loss.

Is it any wonder that India wheat under such Government encouragement in cheap transport, should in the course of twelve or fifteen years flood the markets of Great Britain and Western Europe, at a less figure than it can be afforded from the United States?

Is it any wonder that our cereal exports should drop in value from \$288 millions of dollars in 1880, to \$208 millions in 1883, to \$162 millions in 1884, to \$160 millions in 1885, and \$126 millions in 1886 a loss of 162 millions of dollars in the value of our cereal exports in six years? Five years more of loss at the same average rate, and the cereal exports of the United States may be reckoned among the things that were.

India is not alone in vast expenditures for internal improvements. France in 1879, passed a law requiring all canals in that country, classed as principal lines of communication, to be deepened to the 7ft., 4in. The mileage of French canals completed was 7,069, projected to be completed 1813. Total 8,882 miles. Cost of those completed \$218 millions, estimated cost of those to be completed \$200 millions more.

Internal improvements in Russia and Germany, are on a similar scale to those of France, far beyond anything contemplated by Government in this country.

The advantages gained in cost of transport by improvements on the Great Lakes and the abolition of tolls on the Erie Canal, have long since been overbalanced.

We in the interest of all the people, and especially in the interest of cultivators of the soil, have met to organize a plan to so present the subject to the improvement of our western water ways, (and especially of the improvement contemplated in the call for this convention) before the coming session in Congress, in such manner as shall induce Congress if possible to make appropriation for their more rapid construction, without delay, on a scale that will enable us at no distant day to compete with our competitors in foreign countries; and at the same time supply our home markets at prices correspondingly cheap, as we supply the markets abroad.

The call for this convention assumes, that to connect Lake Michigan with the Mississippi, via the Illinois and Desplains Rivers, it will be necessary to construct a canal wide and deep enough for a steamboat navigation from Joliet to Lake Michigan.

This would be the commencement of the improvement of canals, (so long neglected,) in this country and the means of transport over them, on a scale similar to the improvements for transport by rail and on the Great Lakes, already mentioned.

It is proposed that Canals shall be made broader and deeper, tow paths abolished, that small boats shall give way to large ones, and steam power be substituted for animal power.

Joliet is forty miles from the Lake.

Congress has been slow to make appropriations for the construction of Canals. Members wishing to defeat an appropriation for a Canal, are alarmed lest such an appropriation shall be in violation of the Constitution.

But it is very remarkable, that no member has ever been afflicted with any scruples as to violation of the Constitution with regard to an appropriation for improvement in his own district. The logic for a Canal forty or fifty miles long if necessary to connect navigable portions of the same River, and condemn as unconstitutional, an appropriation for a Canal ten miles long to connect two great navigable channels, however long and important, provided they are not parts of a continuous River.

Such has been the cry against the Hennepin Canal to connect the Mississippi and Illinois Rivers. The Mississippi flows south.

The Hennepin would strike the Mississippi at nearly right angles, and thus give all that section of country west of the Mississippi, between Quincy and St. Paul, an area of more than two hundred thousand square mile, the advantage of cheaper transport, because it would be everybody's privilege to ship to the Mississippi, thence by the Hennepin to Lake Michigan.

If the railroads should choose to take freight west of the Mississippi to Chicago, or Lake Michigan, they would take it at water rates. This would appear to regulate commerce in the interest of production, and for this reason would appear to be constitutional.

Many members of Congress, and even writers for newspapers unwittingly ask, why the state of Illinois does not build the Hennepin Canal. Members from

the northwest, never ask this question; they are too familiar with the boundary lines of Illinois.

The truth is, the projected Hennepin is nearly in the northwest corner of the state. The state of Illinois contains fifty-six thousand square miles; not one-tenth part of which would derive the least direct benefit from said Canal, for the simple reason that neither product for sale, or products purchased for consumption by the people of the state, would pass through it, if built.

The locks and dams in the Illinois River built by the state, have been tendered to the United States by our Legislature, as recommended by the Board of Government Engineers, appointed by Congress to locate the western terminus of the Hennepin Canal, and to advise Congress of its commercial importance.

In their judgment, the commercial importance of said Canal is great, and that it should be built; and they have so reported to Congress.

The donation of said locks and dams being the only prerequisite.

And in accordance with the recommendation of said Engineers, an appropriation was included in the last general appropriation with a view to the construction of said Canal. And had the President signed said appropriation bill, the Hennepin would be in course of construction now. Nevertheless, the Canal will be built.

And when Lake Michigan shall be connected with the Mississippi by completion of improvements contemplated in the call for this convention, three-fifths of the entire rout of the Hennepin, from Rock Island, Watertown, or Marias d' Osier, to Lake Michigan will have been completed. The advocates of the Hennepin, always and everywhere, include these improvements as part and parcel of the Hennepin. Indeed a steamboat channel, such as the Hennepin is intended to be, from a point at or near Rock Island to the Illinois River would be utterly useless without these improvements.

The wealth of the United States in 1850, was estimated at 7 billions of dollars, in 1860 at 10 billions, in 1870, at 30 billions, in 1880, at 44 billions.

It cannot now be less than 55 billions. Therefore let Congress be pressed for appropriations for the early completion of these improvements, and the further construction of the Hennepin Canal, for the continued improvement of the Mississippi and the Missouri Rivers, and other waterways in the valley of the Mississippi, on a scale commensurate with the urgent demands of commerce, the financial condition of the public treasury, and the greatly increased wealth of the nation:

- 1st. That bread may be cheaper to the people of the United States, than can be afforded elsewhere in the world.
- 2nd. For the encouragement of agricultural labor, now poorly paid.
- 3rd. That the wheat and corn producing land in the valley of the Mississippi, may not be depreciated in value for want of the cheapest means of transport and foreign markets.
- 4th. That the magnitude of the foreign exports of the United State, in which every state of the Union is specially interested, may not continue to be diminished, but regained and increased.

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Ex-Governor Bross of Cook County next obtained the floor and said

EX-GOVERNOR BROSS.

Mr. Chairman: I submit that the arguments for this great improvement which we ask to connect the great lakes with New Orleans by steamboat navigation have already been closed. I have attended, for the last twenty years, every convention that had for its object the improvement of the water ways of the Great West, and I must say that every one of those conventions, as far as my judgment goes, has given an immense array of facts to show that not only these great water-ways could be improved, but that they ought to be improved, and improved at the expense of the nation. After listening to the remarks of Mr. Dore, who has been investigating this subject for the last twenty-five years, who can gainsay the fact that the arguments for the completion of these

great water-ways are closed, and all that is needed is to get the attention of the country and the ear and eye of the members of Congress, if they have any patriotism about them, to convince them that these great works ought to be undertaken and completed as fast as men and money can do it? (Applause.) The main thing needed now is to lay these facts again and again before the members of Congress, as you and your associates are doing, Mr. Chairman, to convince them that they must make these appropriations; and, if the very large and expansive man who is now traveling through this Great West had not suffered the bill to die in his hands, we should already have had this great work in active preparation for completion. (Hisses and applause.) I hope very much that after his journey through these western prairies, and having seen our great rivers, he will be convinced that, if only once in his life, he made a great mistake in not signing the bill. Perhaps he will find that out some time or other before he gets around the circle. (Hisses and cries of "Is this a political measure?") I will take that back. I did not mean to say anything of a personal nature. That was a slip of the tongue — I ought to have known better. Now are we on good terms again?

What I wish to bring before this Convention and the members of Congress is simply this: that the State of Illinois is paying into the public treasury \$23,000,000 every year from her private purse, and all I would ask would be that Congress would allow as an appropriation for this great improvement what the City of Peoria pays as internal revenue to the Government, if they allow it for only four or five years. Can somebody tell me how much internal revenue Peoria pays this year?

A voice — \$14,000,000.

I would be satisfied with one-half of it. Now let our representatives go before Congress and place that statement before them, and let them say that, aside from all political considerations, we demand one-half of what the City of Peoria pays to the Government to complete this great water-way to the lakes: Is not that common sense? Can any man in Congress deny us that request, when we propose to pay and leave in the pockets of the people two or three times that much every year if they will allow this great water-way to be completed to yonder lake?

Now, Mr. Chairman, I do not wish to present any other facts. I wish simply to say once more that for the last twenty years I have been connected with these conventions, and I wish once more to implore Congress in behalf of our Great Northwest, that it will give us the appropriations necessary to complete this great water-way from the Gulf to the lakes; that a water-way from New Orleans to New York may be opened through the center of the continent where the people of this Great West — the 10,000,000 now here, and the 100,000,000 that will be here in the lifetime of a child born to-day — that these improvements may be made, so that the people of this Great Northwest may be able to send their produce to all sections of Europe, where men are hungry and asking for bread and meat, and where they are ready to pay for it provided they can get it at reasonable prices.

Now, Mr. Chairman, let us all, each for himself, try the best we can to influence every member of Congress and teach him to know what the Great West wants and the reasons they want it. Will they not give us down in Washington what we need? Will the gentlemen just take notice that, when the census of 1890 is made, if they don't give it to us we will take it? We will go down there to Congress with our representatives and say we want this, and we will get it. Why? Because we will have the power to take it if they do not give it to us, and they will give it to us with a blessing if they know that we have the power to take it. I tell you there is a vast deal of persuasive influence in the fact of having the power to do what we ask them to do for us; and

if they know we have the power they will submit with a good grace and do what we need done. (Applause.)

JUDGE J. W. CLAPP.

Mr. President and Gentlemen of the Convention: I have been commissioned by the City of Memphis — by the Merchants' Exchange of that city and by the Executive Committee for Tennessee of the Association for the Improvement of Western Water-ways, as a delegate to this Convention, to indicate the deep concern that these citizens whom I represent feel in the subject matter of your deliberations and in every object or enterprise that has for its end the improvement of the resources of this great valley.

The magnitude and importance of the interests represented here cannot be exaggerated, and the discussions that have taken place here have shown that you have men in your midst complete masters of the subject. It is not my intention at all to follow in this discussion. I know there is an impatience existing now in this body, and soon the Committee on Resolutions will be ready to report. But, Mr. President, will you pardon me for remarking that I was profoundly impressed with one view presented in your remarks as to how far this river and its tributaries constituted a political factor giving the surest guarantee for the stability, safety and perpetuity of this Union. (Applause.) The practicability — allow me to remark — of a complete dissolution of the Union was a problem that no thoughtful man of the South was able to solve during the pendency of the late war, and of my personal and official knowledge I can state that there was no problem that so much perplexed and embarrassed the Confederate Congress. Through the very heart of the proposed Confederacy ran this mighty river — a river that constituted then the only natural outlet for the vast and ever increasing commerce of this valley. We knew that under no circumstances would the inhabitants of the upper portion of this valley consent to the hostile occupancy and appropriation of the lower portion of it and the mouth of the Mississippi, nor could they be induced to tolerate any obstruction to its free navigation, whilst at the same time that interrupted navigation would constitute a perpetual menace to the safety and stability of any Government that the Southern States might establish. Under these circumstances no effort was spared on our part to obtain the concurrence and co-operation of the Northwestern States, and when that failed the most sanguine of us could see no clear pathway through the perplexities of the future. As we looked upon this colossal river, as remarked by your President, the emblem and creation of Almighty Power, stretching its giant arms and its countless tributaries, winding itself about and binding into one with its crystal cords more than half of a continent, it seemed in its sublime and ceaseless flow to constitute a perpetual rebuke and barrier to dismemberment. (Applause.)

Under these circumstances, my fellow-citizens, I as a Southern man appeal to you as men — while we would be derelict to ourselves and our posterity and would merit the contempt and scorn of every manly heart here and elsewhere if we turned our backs and ceased to venerate and honor both the living and the dead, those who as our representatives stood in the deadly breach and perilled their all in that calamitous conflict, I say that we are ready to acknowledge, already, that God was wiser than we. (Applause.) We are ready to admit that His almighty hand interposed to prevent the carrying out of the project which we desired, in order that He might preserve un mutilated here the greatest theater that the world has ever seen for the rights of man and the evolution and development of his noblest faculties. And I say now, that those who displayed the most valor in opposing the flag of the Union are now ready to manifest equal heroism in vindicating its honor and maintaining its supremacy. (Applause.)

And will you pardon me, fellow-citizens and Mr. President, if I allude to a

little incident, trivial to be regarded in itself, which has been made to assume an importance that we think does not belong to it? At the South we have never sought nor desired a return of the flags captured by the Union soldiers in battle. So far from that, we are more than willing to deliver to those who conveyed them those that were won from your troops by the Confederate forces. We desire neither the one nor the other. They are both stained with fraternal blood and can only serve to keep alive sorrowful memories and perpetuate bad feeling. And we would desire further, that that bloody undergarment which has been made to figure so conspicuously in politics should be quietly folded up and laid aside forever. (Applause and laughter.) Whatever may be said to the contrary, there has not been since the last gun was fired or since the echo of that gun died away during the war — there has not been a murmur of disloyalty or discontent throughout the length and breadth of the South. (Cries of "Good, good," and applause.) We accepted the situation in good faith, and we mean to preserve it as honorable men. (Cries of "Good," and applause.)

And now we come to bind ourselves together with these cords that God in His providence has brought and communicated for our benefit. It is the demand of this Mississippi Valley upon the Federal Government for all necessary assistance in the importation or transportation of its commodities to the seacoast where it may have that ocean navigation that may carry it to its ultimate destination. The demand is so clear and just that nothing is necessary in order to command recognition and belief on the part of your servants at Washington but that we, the people of this valley, shall present a unanimous and unbroken front. (Applause.) You represent here a portion of that great interest. You are aware that in the City of Memphis, on the 20th of this month, we have a call for a convention there representing the interests of the great Father of Waters and his tributaries. In this case the paradoxical problem is verified that the child is father to the man, because it is these tributaries that constitute the Father of Waters. We intend to hold a convention there which we expect to be a large representative body of all the great interests of this valley. I am authorized and requested by my constituents to invite you gentlemen — and I have never seen a body of men it has given me more pleasure to invite. I say this with all candor: that of all the numerous bodies of representative men and popular assemblies that I have been a member of, I have never seen a body of men that seemed more appreciative of their interests and the purpose and business interests that have brought them together. We want as many of you as possible — all of you if you will — to come down there and pay us a visit and identify yourselves with us and let us identify ourselves with you. The better we know one another the better we shall like one another. We realize that fact. We have thrown our doors open; the latch-string is hanging on the outside; and every man is welcome from the northern side of the Ohio and Potomac, every man that comes there with the honest purpose to identify himself with us and aid us in developing those grand resources that have hitherto remained undeveloped — for slavery had cast its mantle over all — and the South is infinitely more able to take care of herself to-day than when encumbered with that institution. I state to you, and I know it to be a fact, there is not a thoughtful man within my knowledge in the South that would to-day, if the opportunity was offered, under any circumstances, consent to a restitution of that institution. If it was an emancipation to the black man, it was an infinitely greater emancipation to the white man of the South, and we recognize the hand of God in that blessing, too. It was a blessing that came in disguise, and one that clothed us with deep affliction, but we recognize now again that God in that matter was wiser than we. (Applause.)

Now to those who come to the convention at Memphis I can promise ample and hearty welcome. You will find yourselves in the midst of the busiest city

of its size on the continent — a city that since it was desolated by the terrible pestilence of 1878 has more than doubled its population; whose sanitary condition to day will compare with that of any city in the country unless it be this beautiful city of Peoria; a city whose annual trade in the item of cotton alone amounts to between thirty and forty millions of dollars; the aggregate of whose wholesale and jobbing trade during the last commercial year amounted to \$160,000,000; our commercial life being invigorated by the convergence of nine trunk lines of railway and by that mighty stream that laves the western boundary of our city.

Now I will repeat again this invitation which comes from the heart, and I hope it may reach the heart. And speaking of the heart, I admonish you, should any of you gentlemen come there, without you come with the purpose of staying and making yourselves a part of us — I admonish you before you leave home to take out policies of insurance against accidents to the heart, as our widows are proverbially dangerous (laughter and applause), and the fascinations of our maidens for young men are irresistible. (Laughter and applause.)

Mr. O. Guthrie of Cook addressed the Convention as follows:

(MR. O. GUTHRIE.)

Mr. President and Gentlemen of the Convention: I congratulate you upon this great event, and especially do I congratulate you upon the fact, that when I contemplate the possibilities of a great national water-way between the Mississippi and great lakes, commensurate with our natural resources, my imagination soars beyond my control and my words lag behind in utter despair. Were it otherwise, in the absence of heroic treatment, I fear your kind indulgence would prove your sore affliction.

Senator Voorhees, in introducing President Cleveland at Terre Haute, said: "A great event has happened; the President of the United States is our guest and in our midst."

We may truly say, a great event has happened with us. The question of the restoration of a mighty river is our guest and in our midst.

The question of feasibility is not before us; that was settled when the law of gravity was ordained by the Creator; but we are here to carefully consider and wisely determine how far it is expedient and profitable now to utilize our limitless resources, leaving still boundless scope for the glory of posterity.

The question has been raised whether drawing 600,000 cubic feet of water per minute from Lake Michigan would not lower the levels and destroy the harbors of all the lakes below Superior; and, also, whether a two-mile current, as proposed, through the summit cut — nowhere else — could be profitably navigated.

As to the first question, it is only necessary to say, with only rain sufficient to compensate for evaporation, it would require about four years to reduce Michigan and Huron one foot; and could this desirable object be attained, Chicago and her suburbs could afford to dredge every harbor on these lakes.

As to the second question — navigating a two-mile current one-tenth of the distance — it is too absurd for serious consideration.

Few deliberative bodies have ever met to consider a project fraught with grander possibilities — possibilities, the hope of attaining which should inspire us with a patriotism that would shame selfishness to scorn.

We have great purposes to subserve. We have these great objects to attain: national defense, the interests of commerce, and especially, the health and material prosperity of the millions of people who in the near future will inhabit the valley and enjoy the blessings conferred by this majestic river, the rehabilitated outlet of the great lakes.

Happily, there are no conflicting interests: that which accomplishes any

one, upon a scale to meet clearly indicated needs, accomplishes all.

National defense manifestly will require a channel suitable for the passage of gunboats of as deep draught as could enter lake ports.

Ultimately, and at no very remote day, as shown by some of your speakers, lake commerce will require a channel for boats drawing 20 feet and large river steamers will require it to be 200 feet wide.

This channel must have a flow sufficient to supply the Lower Illinois with out the aid of dams, and such a volume of water will probably answer all other purposes. Hence it is not difficult to determine the required capacity of channel.

Various interests, general and special, will be promoted by this great work, and these interests should be assessed by able and impartial arbitrators according to their benefits.

The money required to meet the cost of the general interest is already in the National Treasury, and I trust only needs that Congress comprehend the importance of this great work, and be assured that special interests will be promptly provided for, to secure the necessary appropriation.

The representatives of the special interests should lose no time in securing such legislation as the emergency demands, even to the extent of convening the Legislature in special session; and I trust the action of this convention will make this duty so clear and bring it so forcibly to the notice of those entrusted with the responsibility, that no doubt can be entertained as to the public interest and public demand.

When the flood waters from 600 square miles of the Desplaines watershed shall have been diverted to Lake Michigan, and from 1,700 square miles of the Kankakee, and possibly a considerable portion from that of the Iroquois, and when this sublime conception is realized, instead of this fitful river affected by sunshine and shower; instead of the overwhelming flood like that of February last and the succession of weed-grown and malaria-breeding pools of the past summer, behold a majestic river, flowing along regardless of the summer heat or winter cold, and regardless alike of drouth or deluge, dispensing its blessings to rich and poor alike throughout its entire length, and finally uniting with the "Father of Waters," to augment, in time of need, to no inconsiderable degree, its usefulness.

In a broad sense this is local, and because so, to that extent it has a broader national character; for I can reach no other conclusion than that a project purely national in its aim is less national in character than a like project which is of special local interest to millions of people who are component parts of the nation.

AN INTERESTING PAPER BY L. E. COOLEY, CIVIL ENGINEER.

The ancient outlet of the great lakes was to the south. How a permanent deep water channel may be secured by the lakes to the gulf.

In the recent geologic past, the basin of the lakes shifted its outlet from the Chicago to the Niagara "divide," from the Gulf of Mexico to the Gulf of St. Lawrence. The great volume flowed across the site of Chicago not less than twenty feet deep, descending in precipitous course 150 feet from Lemont to LaSalle, and thence gently onward to the gulf as a grand river, thirty feet or more in depth. Five feet above the lake lies the deserted bed, inviting man's intelligent utility to redeem the abandoned outlet, to rescue from icy fetter and foreign bondage and restore to a warmer clime.

Over two hundred years ago (1670-80) Joliet, LaSalle and Hennepin explored the ancient channel and divined its import, and passing barely a hundred years its possibilities were appreciated throughout the land. Early in this century Clinton and Morris urged the "proposed ship canal" as an extension of the Erie Canal to the Mississippi River, thus linking a chain of inland navigation by the lakes from the Atlantic Ocean to the Gulf of Mexico.

The dreams of Clinton and Morris should materialize in this generation for

the largest vessels that may float the lakes -- a ship canal to the Hudson. A ship canal to the gulf; a trunk waterway of large proportions traversing the belt of greatest natural resources and development, to which all other inferior waterways will be tributary, a scheme of advantage to all, with Illinois at the strategic commercial point. In this great project expenditure will justify itself most quickly and fully in the bed of the ancient channel and direct attention to larger purposes.

Artificial reservoirs to aid navigation are under construction on the headwaters of the Mississippi. In the great lakes is a natural reservoir to draw from without stint and turn across the Chicago divide and down the ancient outlet to the Gulf, improving to any desirable extent a natural channel 1,600 miles long, of commercial and military advantages to the country at large, of immediate benefit to the communities along the route and about the great lakes, from the Gulf of Mexico to the head of Lake Superior, and of sanitary concern to all the bordering cities in the State of Illinois.

The present Illinois River is the puny and decaying remnant of a vigorous past, virtually a slough existing by sufferance in the old stream bed. With a declivity below Peru of only twenty-seven feet in 225 miles, it spreads in floods from one to six miles wide, and shrinks in dry seasons to trivial proportions. To make a virile stream is to restore to its channel a large and uniform supply from its ancient source, thus promoting health, deepening by natural forces the channel for navigation, and lowering ultimately the flood line, while to continue the present "improvement" by locks and dams is to promote channel decay, stagnation and unhealthfulness.

The present and approved project for seven feet by locks and dams from its mouth to Joliet is inadequate to develop the commercial and military utility of the route, or to satisfy modern requirements, and will not attract thereto general support as a matter of National concern. The project presented to the last General Assembly of the State of Illinois in behalf of the city of Chicago contemplated the addition of 600,000 cubic feet per minute to the natural flow of the river. This, it was stated in evidence, would give in the driest season, and without the locks and dams, the same initial depth for navigation throughout the river below Peru, a depth that would in time increase to ten feet or more by natural forces, aided in difficult places; and that this water would enable the projected seven feet from Peru to Joliet to be obtained by three locks and dams, in lieu of seven, giving a lower flood line and saving over one-half of the estimate, or \$2,000,000, a sum sufficient to complete the work to the end of the cut across the "divide" at Lockport. This channel was to have a width of 160 feet and a depth of twenty-two feet, with a current of two miles an hour, to be constructed by the city of Chicago and environs at an estimated cost of \$17,000,000.

The natural channel from Peru to Henry has a capacity of about 1,000,000 cubic feet per minute, and this supply would give an initial depth of nine ten feet throughout the lower river, increasing by natural forces with proper aid to an ultimate of fourteen feet or more. Thirty per cent would be added to ordinary low water in the Mississippi from St. Louis to Cairo, and 15 per cent below, probably increasing by more than these ratios the natural depth on bars. A channel four feet deeper than the one proposed with a velocity of two and three-fourth miles per hour, costing \$3,000,000 additional, will carry the required volume across the "divide."

The works from Lockport to Lake Joliet will cover 60 per cent of what will be the total fall to the lower river, and can as well and cheaply conform to the depths found feasible between the lakes, in the rivers Detroit, St. Clair and St. Mary, or twenty feet for navigation. From Lake Joliet to Peru the permanent works may be so constructed that when the intermediate reaches are developed this depth will obtain throughout. Thus, while steamboats may go to the lakes, lake steamers may go southward and even to the Gulf in good stages of water.

Variation in flow from low to high water is a determining element in bar formation in alluvial streams. Every permanent contribution to flow is an approach to uniformity, which promotes improvement in more than simple ratio. The Illinois is not an aggressive stream like the Mississippi; its bars are formed by different causes, and will not so readily answer to new conditions. To reduce the ratio of extreme floods to lowest water, from 100 to less than five is a tremendous change for good which may be made to yield permanent and still greater

results through systematic channel treatment. To reduce this ratio on the Mississippi from twenty to fifteen is no mean achievement, and the effects extend southward in lessening degree.

When the regimen of the lower Illinois is adjusted to 1,000,000 feet, another may be added, promoting navigation and sanitary conditions in direct ratio, and increasing the benefits to the Mississippi. May it not be anticipated that with time this will be the earliest and cheapest method by which to permanently improve that river, and that vessels of deep draft may pass between the Gulf and the lakes at all seasons when not prevented by ice.

Channels of sufficient capacity, beginning at Chicago and South Chicago and uniting in a common channel from Sag to Lockport, have been proposed by the Chicago Drainage Commission. The willingness of the City of Chicago and environs to construct these channels across the "divide," or to share equitably in their cost, is fair and generous, and removes at once all questions of serving a local and specific purpose from the public treasury, and also avoids any objection that may be urged against canal construction on the part of the general government by restricting its works to the public river.

The river work from Lockport to Lake Joliet, and even further down, can be most advantageously constructed at the same time. For so important an enterprise, no reason exists why the government should not co-operate and appropriate the entire sum as for the jetties at the mouth of the Mississippi, making it available as needed, thus securing completion and usefulness at an earlier day than either working singly. When once the benefits from a large volume of water have demonstrated themselves, the call will come up the length of 1,600 miles of river for more. The sanitary problem will be an incident of a great commercial purpose, and Chicago need not again assume a burden.

To clearly define the bearings and scope of so great a project, what may be feasible, and to work out plans and estimates, a board of engineers should be constituted to consider the whole problem in its broad relations and, in conference with local authorities, all collateral interests, general, local and specific, and report to Congress. Money should be appropriated to meet the expense of any surveys or investigations which the board may require. The city of Chicago and environs should complete their drainage investigation so as to obtain the legislation needed to execute their part of the work at the next meeting of the General Assembly of the State.

Mr. Hays of Grundy County—Mr. Chairman: We have heard from our Governor and our Senator and several other gentlemen here, but we have not heard from any person who represents a portion of this State in the Lower House of Congress. There is a distinguished gentleman sitting here at my left who has something to do with helping forward this measure, and in behalf of a good many people I ask that we hear from the Hon. William Springer.

The Chairman — Gentlemen of the Convention: I have the honor of introducing to you my representative in Congress, Mr. Springer, whom most of you know.

HON WILLIAM SPRINGER.

Mr. President and Fellow-Citizens: I am very much obliged to you for the distinguished honor which you have conferred upon me in calling upon me to address this Convention. I must assure you, however, that I did not come here to make a speech on this matter. I am not one of those who have ears yet hear not, but I, as a representative of the people, have been furnished with a reasonably acute hearing apparatus, and I came here to hear your voice, and when I have heard it I propose to carry out your will to the extent of my power. (Applause.)

I do not think it is necessary for me to say to you that during the many years that I have had the honor to represent a portion of the State of Illinois in the House of Representatives, I have never failed to use my utmost endeavor in behalf of the improvement of our Western water-ways, and, especially, I know that if General Henderson were present he would bear me out in saying that I have always been true to the Hennepin Canal. I recognize, however,

the fact that this Convention has been called for the specific purpose of an expression of opinion upon the matter of deepening and widening the Illinois and Michigan Canal so as to secure deep water for steamboat navigation between the waters of Lake Michigan and the Gulf through the Illinois and Mississippi Rivers. I recognize the fact that this is one of the most important of all pending improvements of national water-ways. (Applause.) It is important for many reasons, but the ground upon which I shall advocate this improvement and ask the representatives of the people to grant the necessary appropriation is that it is in the interest of the commerce of the country. (Applause.) One good reason for an improvement of this kind is worth a dozen poor ones, and this is a sufficient reason for me.

The products of the farms of this country during the census year were valued at \$2,200,000,000, and the farms themselves were estimated at \$10,000,000,000. The products of our farms which have been exported to foreign countries during the last twenty years have amounted to more than \$20,000,000,000—twenty times the amount of our present national bonded indebtedness. The farmers of the country—the producers of the Great West, have a right to demand of the Federal Government that their products shall reach the seaboard at the lowest possible expense. (Applause.) We are so far from the seaboard that our transportation comes under one branch of the bill which the honorable gentleman to my right was instrumental in part in bringing before the Congress of the United States—it is the “long haul;” and in order to get our products over this long run we want to take as much water in as possible.

I wish to say, so far as the Illinois delegation in Congress is concerned, both in the Senate and in the Lower House, that we have had a practical unanimity in all efforts made to secure this great work. And I want here to correct one impression which may have gotten abroad through some inaccuracies of newspaper statements to the effect that the bill which failed to pass at the last session of Congress, known as the River and Harbor bill, was defeated because it had any appropriation in it for the improvement in regard to which this Convention was called. The appropriation in that bill for the benefit of the Hennepin Canal which was put in it in the Senate failed in the House of Representatives, and when that appropriation was stricken out of the bill I remember that my distinguished friend from Iowa, Mr. Murphy, and your worthy representative from this District, Mr. Worthington, and myself were so indignant that we determined to vote against the bill as it finally passed the House of Representatives. (Applause.) It is true that there was a faint recognition of the Hennepin Canal by authorizing its definite location, but no money was appropriated to complete the canal, nor was there an acceptance, even, of the great proposition offered by the people of the State of Illinois of the Illinois and Michigan Canal to the General Government, nor was there a dollar to deepen or widen the great water way. And in the failure of this bill the people interested in this improvement have lost nothing, but have gained everything. (Applause.)

I think I can safely say to the people of Illinois that when a proper bill authorizing these great water-ways has passed the Congress of the United States in a reasonable time for proper executive recognition, it will receive the approval of the President of the United States. (Applause.) I do not think any political party of this country will ever be able to elect a man to the Presidency who will turn his back upon these great national water-ways. I am therefore happy to be able to say that the prospects in the future, so far as Congress is concerned, are brightening from day to day.

I remember very well when this contest was begun many years ago, and it has been prosecuted at each session of Congress with an energy and a zeal and, barring the feeble efforts that I have offered myself, with an ability which was never given to any other measure in this country. To General Henderson of

Illinois and my distinguished friend from Iowa, Mr. Murphy, the people of the Northwest will forever owe a debt of gratitude in this respect.

The friends of the Hennepin Canal, especially, think that this Convention is not sufficiently seconding their efforts because it was called for the specific purpose of asking for an appropriation to deepen and widen the Illinois River Canal; but let them take courage; they may call us to a convention at Hennepin or Dixon, and when we get there we will send up our united voice in favor of that great improvement also. (Applause.) We are not unmindful of the fact that upon our western border lies the great and flourishing State of Iowa, situated between the Missouri and the Mississippi Rivers — the very Mesopotamia of America. Her products are seeking an outlet over the divide between Rock Island and Hennepin; and the time is not far distant when the waters of the Mississippi will be united to the headwaters of the Illinois River. (Applause.)

Gentlemen; I see that your Committee on Resolutions has entered the hall, and I know that you are more interested in hearing the result of the deliberations of that Committee than you are in hearing any remarks of mine. Let me say in conclusion, that I hope the deliberations of this meeting will be harmonious; that we will speak in no uncertain sound. We are all representatives of the people here, working in the hope that this great wealth-producing, corn-producing, and, if you please and it may not offend, the greatest whisky-producing region of the world may have a proper outlet to the seaboard.

Mr. L. P. Dwyer of Chicago — As we have had an expression here of sentiment from all quarters pretty much, I would like to have the labor interest identified with this matter. I would like to hear a few words from Mr. Smith, who represents labor here.

Calls were made for the report of the Committee.

The Chairman — I would be very glad, as far as the Chair is concerned, to hear from the gentleman named, but the Convention seems, for the moment, anxious to have the report of the Committee. The Chairman of the Committee on Resolutions will now make his report.

General Henderson — The Committee on Resolutions, after a very long and laborious session, occupying most of last night and all of this morning up to the present time, have finally unanimously agreed upon the following resolutions, which, with the consent of the Convention, I will now read:

WHEREAS, Natural water-ways, capable of floating large river steamers, furnish a medium of successful transportation that is open to the public and cannot be monopolized by private interests; and

WHEREAS, In promoting the inter-state commerce of the country the true policy of the United States Government is to foster, protect, and improve and artificially connect as far as possible, all the natural water-ways of the country which are of sufficient importance and extent to partake of inter-state character; and

WHEREAS, The proper improvement of the Illinois and Desplaines Rivers, with a few miles of a wide and deep canal, will connect 1,660 miles of large river navigation with 1,700 miles of lake navigation, all within the boundaries of the United States, permeating the heart of the republic, furnishing more miles of inland navigation than exists in any other portion of the world, which, when completed, will add to the clear profits of the interstate commerce and industries of the country a sum greater each year than the entire cost of the improvement, and at the same time furnish an imperatively necessary assistance to our military and naval defences; and

WHEREAS, The State of Illinois has, on the recommendation of the United States engineers, tendered the two locks and dams on the Illinois River to the General Government, which Government has now in course of construction two

more locks and dams on the Lower Illinois, the cost of which is fully estimated by the United States engineers, and have ordered surveys by a corps of engineers of the Illinois and Desplaines Rivers to Joliet, who have reported and fully estimated the expense of the improvement, stating that the route is feasible; that the improvement is demanded by the wants of commerce and our national defenses, and have strongly recommended its favorable consideration by Congress and have asked for an appropriation to enable the engineers to seek the most feasible route from Joliet to Lake Michigan, estimating the cost, etc.: Therefore, be it

Resolved, First — That the highest consideration of patriotism, a reasonable solicitude for our national defenses, the interests of commerce and industry, and the public welfare of the nation, all imperatively demand that the aforesaid improvement shall be vigorously prosecuted to an early completion.

Second — That to that end we hereby respectfully urge upon Congress that at the coming session it accept the locks and dams ceded to the General Government by the State of Illinois and appropriate the amount of money estimated and asked by the engineers to complete the two locks and dams now under construction on the Lower Illinois, and appropriate at least one-third of the amount estimated to improve the rivers to Joliet.

Third — That Congress may early in the coming session authorize and provide by a suitable appropriation to provide for the appointment of a corps of United States engineers to make surveys and investigations and report the feasibility and estimated cost of developing a water-way from Joliet to Lake Michigan at the City of Chicago, suitable for the largest river steamers and capable of drawing from said lake not less than 600,000 feet of water per minute, with a current suitable for navigation purposes, and to report the effect thereof upon the waters and navigation of the Desplaines, Illinois and Mississippi Rivers.

Fourth — That we respectfully urge that these surveys and estimates be ordered early in the coming session, that the engineers may at once thereafter proceed to their work and be able to report to Congress for action before adjournment.

Fifth — That inasmuch as practically no returns for this expenditure of money can be realized by commerce and industry or in providing for our national defense, until the whole improvement is completed, we would also respectfully urge at the coming session of Congress a suitable appropriation to be applied upon the section of the improvement from Joliet to Lake Michigan, and by this means the entire route in all its sections will be in course of rapid completion, which will be much more economical than if it should be delayed through a long course of years by small annual appropriations.

Sixth — That we cordially indorse the proposition to connect Lake Michigan with the Upper Mississippi River by a canal from Hennepin to said river at or near Rock Island as a national undertaking of great importance to producers in the West and shippers in the East, and earnestly commend it to Congress and the people of the United States as a national water way to be promptly acted upon.

Seventh — That while this Convention is especially desirous of the improvement of the Illinois and Desplaines Rivers and connecting the same with Lake Michigan for purposes of navigation and military defense, it is at the same time in hearty sympathy with all efforts being made to improve the navigation of the Mississippi River and its great tributaries, as well as all other feasible water-ways of the country.

General Henderson — I now move the adoption of the preamble and resolutions as a whole for the purpose of getting them before the Convention.

Motion seconded by several.

Colonel Taylor of Peoria offered the following resolution as a substitute for Section No. 6 of the original resolution:

Resolved, That we favor all internal water-way improvements of a national and meritorious character, and that we approve of the Hennepin Canal connecting the Upper Mississippi River and Lake Michigan by way of the Illinois River.

Mr. C. H. Deere of Moline moved that the substitute be laid on the table.

Colonel Taylor withdrew his motion, and the motion of General Henderson for the adoption of the preamble and resolution as a whole, having been put by the Chairman, was carried unanimously.

Judge Prendergast — I rise for the purpose of offering a resolution so that the Convention can act rather than that members may talk. We have unanimously adopted the report of the Committee on Resolutions, but the work is not done; we have got to meet Congress next session and the session after. Let us adopt some method whereby we can influence Congressional legislation.

For that purpose I move that a committee of one from each Congressional District be appointed, with the following duties:

First — To present to the great National Conventions of 1888 the water-ways question and demand that in the platform of each and all the project — for there is but one project which we are here in favor of — be favorably supported and that the conventions declare in favor of it specifically and distinctly and in no ambiguous or indeterminate terms. (Applause.)

Second — That when that part of their task is completed — or in the meantime, that they prepare a call for a National Convention to consider the improvement of the Mississippi River and its tributaries and the connection of that river and its tributaries with Lake Michigan.

The work of that convention and of this committee will consist in this: that by the having of the convention fixed at a date early in September, we will be able to secure by correspondence with every man nominated by any party throughout this country up to that time either a favorable or an unfavorable response; we can make a question to be submitted to every Congressman who is seeking the suffrages of the people, and make it so plain that he must answer Yes or No. (Applause.) And after the convention itself adjourns a committee can be kept alive for the purpose of submitting to the Congressional candidates who shall be nominated after our convention has adjourned the same question. When we get all the answers we will publish them, and we will make this question a national question; we will make the candidates for Congress say before they are elected at all, "Yes, we are in favor." or "No, we are not in favor" of this great project. We want to put them on record; we want to have no more log-rolling; we want to have no more necessity for log-rolling. In the past those who have been in favor of these projects have been under the necessity of stooping to the methods of the log-roller or lobbyist in order to get favorable recognition or miserable appropriations. Let us place this question above the necessity of log-rolling; let us no longer send our representatives, one representing the Hennepin Canal, another the Upper Mississippi, another the jetties and the Lower Mississippi. It creates confusion, and is sending them there with the necessity of adopting that miserable policy of "You tickle me and I will tickle you." (Applause.)

We will, by adopting the motion, I think, and by the action that we can take in that convention, do more to wipe out the necessity for that disgrace to American legislation — that disgrace to Congressional action — the River and Harbor grab — than by any other means. The River and Harbor grab — I won't call it a bill — has got to such a pass that everybody knows that the votes recorded in favor of it are not in accord with the deliberate and unbiased and unselfish judgment of all the Congressmen that vote for the bill; the majority is made up of little sets of Congressmen from different parts of the

country in favor of specific measures, all clubbing together, pooling their issues, and usually submitting the River and Harbor bill at so late a date that a President, if he wants to be honest, must refuse to sign it. (Applause.) The last River and Harbor bill was kept back — I say it was kept back because it did not come forward, and I think it would have come forward if it had not been kept back. [Applause.] It did not come forward, or it was kept back, I don't care which, until within a few days before Congress adjourned, and the President was telephoned for to come up quick and sign that bill. Now, no matter what the Administration may be, we want the Chief Executive of this country given time to deliberately examine, dispassionately to pass upon and honestly to sign or refuse to sign every bill that comes before him. Give the poor devil a chance — whether he may be our devil or your saint. [Laughter and applause.]

Mr. Chairman, I trust and hope that the motion will prevail. Every District represented here will have its representation. A part of the motion will be that the delegations from each District now here get together and announce the membership of that committee.

The motion was then reduced to writing as follows:

I move that this Convention appoint a committee to consist of one delegate from each Congressional District represented in this Convention, to be selected by the delegation from each District and announced to this Convention, whose duty shall be:

First — To present the object of this Convention, as expressed in the report of the Committee on Resolutions, to the National Convention^e of all the great national parties to be held for the Presidential nomination in 1888, and to request such conventions to adopt in their respective platforms disinctively and affirmatively planks favoring said objects and pledging the respective parties to the speedy enactment of such legislation as will certainly and speedily accomplish such objects.

Second — To call and provide for a National Convention for not later than September, 1888, to consider and promote the said objects, and to obtain a specific answer from every Congressional candidate nominated up to the time of holding such convention, as to whether or not such candidates favor or oppose such objects and report the same to such convention.

Third — And to present the resolutions adopted by this Convention to Congress at the earliest practicable time.

Fourth — And to take such other steps as may seem advisable and accomplish the objects aforesaid.

Motion seconded. Carried.

Mr. A. H. Rugg of Peoria asked leave to read a telegram from the New York Produce Exchange. Leave granted.

NEW YORK, October 10, 1887.

To A. H. RUGG, Secretary Board of Trade:

Invitation to Illinois River Convention received. Shortness of time prevents the Produce Exchange from sending a delegation to the Convention. I may, however, state that the New York Produce Exchange is heartily in favor of any improvement of the water-way between the Mississippi River and Lake Michigan, and consider such improvements to be of national importance. Nor does the Exchange see how such work can be done without the assistance of the United States Government. Your Convention has the hearty wishes of the New York Produce Exchange, which trusts that the action to be taken will lead to the successful completion of your work.

A. E. ORR, Pres't N. Y. Produce Exchange.

Alexander Smith of Chicago, being called upon to address the Convention in behalf of the labor interest, spoke as follows:

ALEXANDER SMITH OF CHICAGO

Mr. Chairman and Fellow-Delegates: The people of this country are deeply interested in this water-way project. I believe in taking \$1,000,000, or \$100,000,000 if necessary, from the funds in the Treasury of our country and spending it on this water-way improvement. A great many people talk about putting this money here or putting it there, as if the money spent in useful works was lost. We will sink no money in this improvement; we will only sink the stone and iron and wood, or whatever material is used. It will be keeping the money in circulation among the people, and it will bring bountiful returns in cheap transportation. The Government of this country has given very little encouragement to industry. Industry has pushed ahead and made the nation what it is, and now, when it is calling for some returns from that vast wealth which it has accomplished, the Government gives us little, while it is building houses to put its money in.

I would be in favor of the appropriation of a large amount of money for making all improvements on the coasts and rivers of the country that are required and which need to be protected and improved. The interests and prosperity of our country require protection. If a nation does not encourage the industry of its citizens and give them protection, it is not worthy of the support of its citizens. I am in favor of all the appropriations they can make for every public improvement that is needed all over the country, and I think the more they do in that regard, in an economical and judicious manner, the more will the citizens respect the Government, because they will then feel more interest in it when it takes some notice of their requirements.

On motion of Mr. Hays of Grundy County, the Convention took a recess of ten minutes to give time for the Congressional delegates to select members for the committee suggested by Judge Prendergast.

At the expiration of the ten minutes of recess the following gentlemen were named by the Congressional delegates as members of said committee:

ILLINOIS.

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| 1st Dist.—John C. Dore. | 10th Dist.—Chas. P. King. |
| 2d Dist.—Joseph D. Maloney. | 11th Dist.—Chas. H. Deere. |
| 3d Dist.—Judge Prendergast. | 12th Dist.—W. H. McCormick. |
| 4th Dist.—Judge H. B. Hurd. | 13th Dist.—Alfred Orendorf. |
| 6th Dist.—Gen. Smith P. Atkins. | 14th Dist.—B. M. Moore. |
| 7th Dist.—Wm. Cullen. | 15th Dist.—Judge A. Y. Trogden. |
| 9th Dist.—J. E. Ong. | 18th Dist.—W. P. Bradshaw. |
| | 19th Dist.—Thos. S. Ridgway. |

IOWA.

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| 1st Dist.—Philip M. Capo. | 2d Dist.—Hon. Jerry Murphy. |
| 3d Dist.—Hon. John Mullkern. | |

MISSOURI.

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| 8th Dist.—Hugh J. Brady. | 9th Dist.—C. S. Rogers. |
| 10th Dist.—M. J. Murphy. | |

STATES.

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| Tennessee—J. W. Clapp. | California—E. H. Jack. |
| Maryland—W. F. Cowden. | |

Senator A. J. Bell read to the Convention the following communication from the President of the New Orleans Exchange:

NEW ORLEANS, October 6, 1887.

A. J. BELL, Esq., Secretary Illinois River Improvement Convention, Peoria, Ill.:

DEAR SIR— I am requested by the Board of Directors to acknowledge re-

ceipt of your communication inviting this Exchange to send delegates to the Convention to be held at Peoria on the 11th instant, and to state that while at this season of the year it is not possible for us to be represented by members of our Exchange, we recognize the importance of the matters to be considered and trust the Convention will be productive of the good results contemplated in the call.

Very truly yours,

R. M. WALMSLEY, President.

Mr. Rice of Peoria moved that the committee just appointed meet immediately after the adjournment of the Convention at the Ladies' Ordinary at the National Hotel.

Motion carried.

Ex-Senator L. D. Whiting of Bureau moved that the delegates of this Convention, fully appreciating the kindness and liberality with which the citizens of Peoria have entertained them and looked after their comfort, hereby extend to said citizens their most hearty and sincere thanks.

Motion carried.

Hon. John C. Dore of Chicago offered the following resolution, which was adopted unanimously:

Resolved, That this Convention listened with much pleasure to the remarks of Judge Clapp of Tennessee, and beg to assure him that this Convention fully reciprocates all his expressions of good-will, loyalty and love of union. And we join him in the resolve that this Union shall never be dissolved. And, furthermore, that this Convention accept with thanks the honorable gentleman's kind invitation to attend the Mississippi River Convention at Memphis, Tennessee, on the 20th inst.

Hon. Wm. Springer offered the following resolution, which was adopted unanimously:

I move that the thanks of this Convention be tendered to the officers of this Convention, and especially to the presiding officer thereof, for the kindness and courtesy with which they have discharged their duty.

By the Chairman — The Chair thanks the Convention. I take this occasion to thank the Convention most heartily for the honor conferred upon me in placing me in the position I now occupy, and to thank it more heartily still for the apparent desire of every member of the Convention to do what seemed to be the best for the great work which we are anxious to have accomplished. And I desire to say further, that I trust that this movement will result in an active, earnest effort on the part of the people of this country in favor of the accomplishment of this work without very much longer delay.

I believe that the people of Illinois, Iowa, Missouri and the other States that are especially interested will take hold of the matter as they ought to and try and produce a sentiment in favor of these measures in the minds of those who have not had their attention called to them as they ought to be, so that we will not be very much longer in a state of doubt as to whether we are going to get these improvements that ought to have been made twenty years ago. Gentlemen, I thank you.

On motion of Mr. Adams of Cook County, the Convention adjourned sine die.

